



Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

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February 8, 2008

The Honorable Christine Gregoire
Governor, State of Washington
Legislative Building
PO Box 40002
Olympia, WA 98504-0002

Re: 2008 Update - Federal Surface Transportation Program (STP) Regional Project
Selection Summary Report

Dear Governor Gregoire:

WSDOT is pleased to forward the attached 2008 update to the Federal STP Regional
Project Selection Summary Report.

WSDOT has, and will continue to work with the regional organizations to ensure that the
2009 Transportation Improvement Programs and those developed thereafter, distribute
funds on a competitive basis guided by regional priorities that support State and Federal
policies.

This is the second annual report to provide you with a full and transparent accounting of
Federal STP regional funds. If you have any questions or suggestions about the content
of this report, please feel free to contact Kathleen Davis, Director of Highways & Local
Programs Division, at 360.705.7871.

Sincerely,

Paula J. Hammond, P.E.
Secretary of Transportation

PJH: jaa
Attachment

cc: Honorable Mary Margaret Haugen, Chair STC
Honorable Judy Clibborn, Chair HTC
Victor Moore, Office of Financial Management
Robin Rettew, Office of Financial Management
Beth Redfield, House of Representatives Transportation Committee
Mike Groesch, Senate Transportation Committee

Executive Summary

The 2008 update of the STP Regional Project Selection Summary Report is the second annual report developed to provide a full and transparent accounting of the Federal STP regional funds in which regional organizations select projects. As required SSB 6241, included Section 309(19) regional organizations receiving federal funds under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are required to select projects based on regional priorities and discontinue formulaic distributions.

SAFETEA-LU and its predecessors have placed an increased emphasis on transportation planning activities at both the state and regional levels. Washington State has eleven Metropolitan Planning Organizations (MPO) that provide a forum for local decision-making on transportation issues of a regional nature (see map on page 4).

Under SAFETEA-LU, the policy for the metropolitan planning process is to promote consistency between transportation improvements and State and local planned growth and economic development patterns. As a condition for receipt of federal capital or operating assistance, MPOs must have a continuing, cooperative and comprehensive transportation planning process. MPOs must annually self-certify that they meet all the federal transportation planning requirements. Additionally, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to formally review and certify the plans of each TMA at least every four years.

By federal law, the three MPOs in the Puget Sound, Spokane and Vancouver areas select projects in consultation with WSDOT. In smaller urban area MPOs and in rural areas, county regions select projects in cooperation with WSDOT.

This cooperative transportation decision-making process provides a forum for member jurisdictions to discuss regional transportation issues and plan transportation improvements for the region. MPOs cooperate with the State in developing transportation plans and programs for the urbanized area consistent with the statewide plan. The Washington Transportation Plan (WTP) is Washington's long-range statewide transportation plan developed in accordance with SAFETEA-LU requirements and in coordination with the MPOs. Consistency between the WTP key investment guidelines and key policy recommendations in the MPO regional plans is fundamental.

In addition to the MPOs receiving an allocation of Federal funds, it has been the practice in Washington State since prior to 1991 to provide Federal funds to county regions to select priority transportation projects in their respective regions. Transportation needs of rural counties are often much different than the needs of metropolitan areas. Rural counties frequently partner with the smaller local

jurisdictions to meet the broader needs of the countywide transportation system. In an effort to maximize the use of federal funds, some rural counties provide county funds to the smaller local jurisdictions and/or provide in-kind services in lieu of competing in the federal-aid program. The federal funds are then utilized on county priority projects.

As noted in the 2007 report, the information provided discusses each regional organizations project selection process as it relates to their regional priorities, and the list of projects that have been selected to utilize SAFETEA-LU funds. The reports are tabulated by the regional organizations identified on the table on page 3.

Most of the regional organizations have selected projects through the end of SAFETEA-LU (2009). Beginning in mid-2007, Federal law required MPOs to develop a four year TIP. However, due to the uncertainty of the Highway Trust Fund, only about a third of the regional organizations have selected projects into the next Federal Transportation Act, with the assumption of the current split of STP funds. For estimating purposes, the November 2007 revenue forecast figures were utilized. The table on page 3 identifies the regional organizations and the years for which they have selected projects for funding.

The table also provides the type of selection process each regional organization currently utilizes. Last year, twelve regional organizations were utilizing a formula distribution process, and seven of them have implemented a regionwide competitive process. The remaining five are continuing to collaborate with the local jurisdictions to develop a regionwide competitive process prior to any future regional selections. WSDOT will continue to report annually on the regional project selections after the adoption of the 2009 TIP.

Regional Organization's Project Selections by Year

The following table provides a listing of the regional organizations and the SAFETEA-LU years of funding and selection process. The years of funding that are shaded have already been committed to projects within the respective region.

Regional Organizations	<u>SAFETEA-LU</u>						<u>Next Federal Act</u>	
	2004	2005	2006	2007	2008	2009	2010	2011
Vancouver RTC ¹								
Puget Sound PSRC ²								
Spokane SRTC ¹								
Benton-Franklin BFCG ¹								
Lewis-Clark LCV ¹								
Skagit SMPO ²								
Cowlitz CWCOC ¹								
Thurston TRPC ¹								
Whatcom WCOG ¹								
Wenatchee WVTC ¹								
Yakima YVCOG ¹								
Adams Co Region ⁴								
Clallam Co Region ¹								
Columbia Co Region ³								
Ferry Co Region ³								
Garfield Co Region ¹								
Grant Co Region ⁴								
Grays Harbor GHCOG ¹								
Island Co Region ¹								
Jefferson Co Region ¹								
Kittitas Co Region ¹								
Klickitat Co Region ⁴								
Lewis Co Region ¹								
Lincoln Co Region ³								
Mason Co Region ¹								
Okanogan Co Region ¹								
Pacific Co Region ³								
Pend Oreille Co Region ⁴								
San Juan Co Region ¹								
Skamania Co Region ⁴								
Stevens Co Region ³								
Wahkiakum Co Region ⁴								
Whitman Co Region ¹								

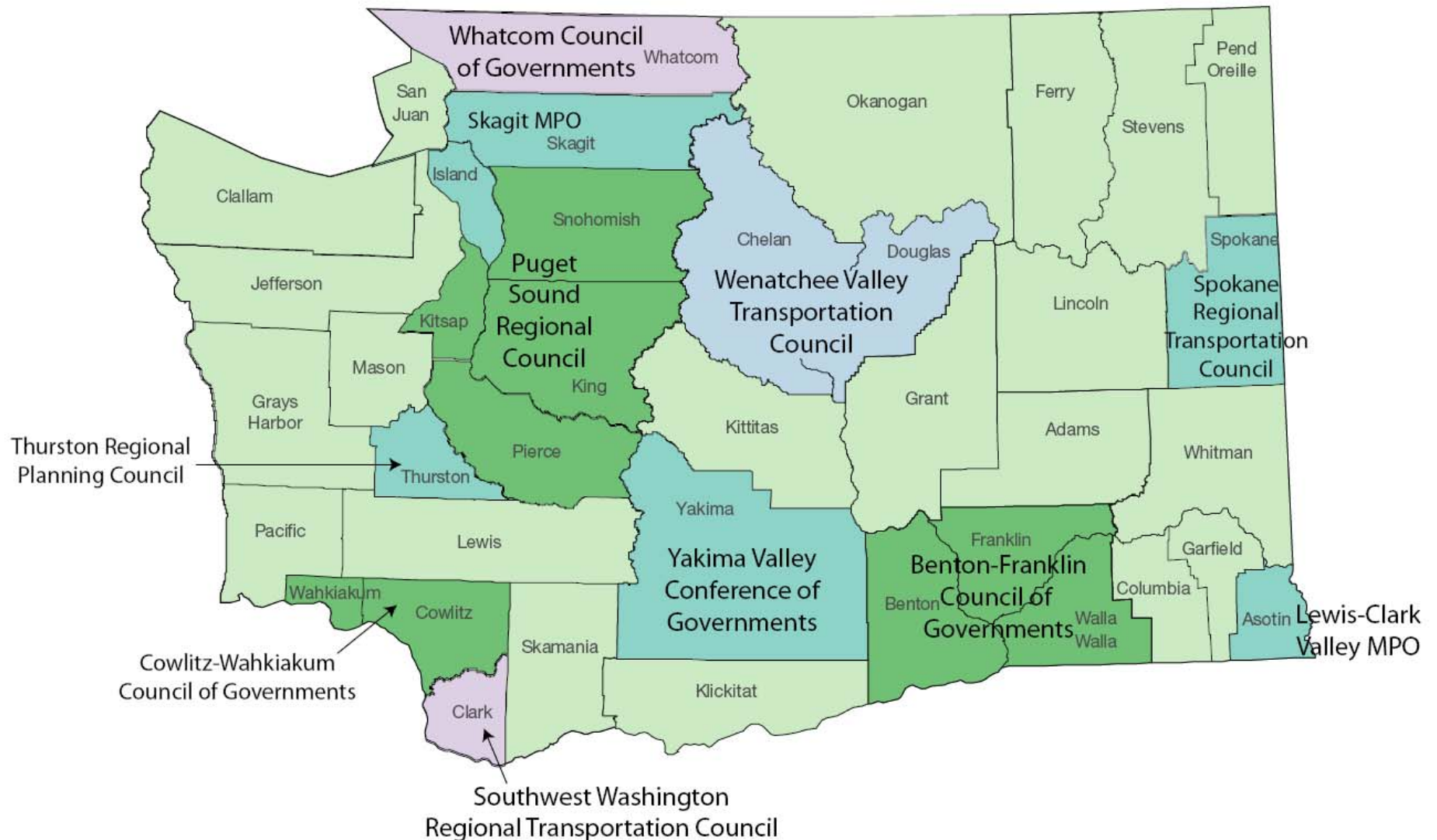
¹ Regionwide competitive process

² Regionwide competitive process & Sub-area competitive process

³ Formula distribution - changes to occur for future allocations

⁴ County priority process - exchanging federal funds to benefit small cities

Metropolitan Planning Organizations in Washington



Southwest Washington Regional Transportation Council (RTC)

The Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County area. RTC utilizes a regional prioritization and selection process to allocate Federal-aid funds for the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds.



Projects selected to utilize the federal funds are consistent with the transportation policies in the Washington Transportation Plan (WTP) and RTC's Metropolitan Transportation Plan. The regional priorities established by RTC are:

- Intermodal;
- Multimodal;
- Mobility;
- Safety;
- Economic development;
- Financial/implementation; and
- Air quality.

For CMAQ funding, air quality is tripled in significance.

RTC completes a technical analysis and projects are selected by funding type to meet the regional needs and priorities. RTC Board has final selection approval.

Southwest Washington Regional Transportation Council (RTC)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>CMAQ funds *</u>	<u>Estimated Unprogrammed Funds through 2010</u>
Carry-over from previous years	\$701,377	(\$1,373,982)	\$485,367 : STP funds
FFY 2004 Actual	\$4,442,080	\$2,273,233	\$361,522 : CMAQ funds
FFY 2005 Actual	\$3,702,642	\$2,247,234	Note: RTC has selected projects into 2010.
FFY 2006 Actual	\$3,696,458	\$2,299,523	
FFY 2007 Actual	\$4,734,809	\$2,777,134	
FFY 2008 Estimate	\$4,387,000	\$2,640,000	
FFY 2009 Estimate	\$2,861,000	\$1,788,000	
FFY 2010 Estimate	\$3,600,000	\$2,200,000	
Total	\$28,125,366	\$14,851,142	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Battle Ground	SE Grace Avenue	Design and right of way to reconstruct to urban standards	\$220,000	\$480,000	Economic Development/Safety
Camas	NW Lake Road, 192nd Av. to Leadbetter	Construction to widen to 3/5 lane road with bike lanes and sidewalks.	\$1,939,999	\$7,900,000	Economic Development
Camas	NW Leadbetter Dr., Lake Rd. to Parker St.	Design new roadway	\$190,000	\$235,000	Economic Development
Clark Co	NE 162nd Avenue, 39th St. to Ward Rd.	Construction to widen to 5 lane road with bike lanes and sidewalks.	\$1,800,000	\$8,418,000	Mobility/Safety
Clark Co	St. Johns Rd., NE 50th Av. to 72nd Av.	Right of way and construction for road widening to 5 lanes	\$1,625,000	\$15,643,000	Mobility/Safety
Clark Co	NE 88th St, St. Johns to Andresen Rd.	Right of way and construction of 3 lane roadway	\$2,000,000	\$7,485,000	Mobility/Safety
Clark Co	NE 72nd Av, 88th St. to St. Johns Rd.	Right of way for road widening to 5 lanes	\$3,400,000	\$8,450,000	Mobility/Safety
Clark Co	NE Heisson Rd. @ NE 244th St.	Remove sharp curve	\$200,000	\$525,000	Safety
Clark Co	NE 119th Street, NE 72nd Ave to NE 117th Ave	Widen to 4 lanes with left-turn lanes, bike lanes and sidewalks	\$2,250,000	\$23,676,000	Mobility/Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Clark Co	Salmon Creek Interchange	Reconstruct Interchange	\$2,250,000	\$124,778,000	Mobility/Safety
La Center	Highland Av. @ E. 4th St.	Realignment	\$240,000	\$1,005,000	Safety
Ridgefield	S. 85th St., S. 5th St. to 259th St.	Design and right of way to reconstruct to urban standards	\$236,000	\$746,000	Mobility/Safety
RTC	UPWP Program Support	Supports the elements of the UPWP	\$850,000	\$1,300,000	Planning
RTC	TPP II	Planning work to identify Transportation Priorities	\$50,000	\$58,000	Identification of Regional Priorities
RTC	Region Wide Travel Survey	Survey	\$400,000	\$300,000	Planning
Vancouver	Burton Road, 86th Av. to 112th Av.	Construction to widen to 3/5 lane road with bike lanes and sidewalks.	\$200,000	\$4,870,000	Congestion relief
Vancouver	SE 192nd Av., SR-14 to SE 15th St.	Construction of new road with 5 lanes and path.	\$1,375,000	\$10,075,000	Congestion relief
Vancouver	NE 138th Av., 18th St. to 28th St.	Construction to widen to 5 lane road with bike lanes and sidewalks.	\$1,985,000	\$7,040,000	Congestion relief
Vancouver	East Mill Plain Blvd., 164th Av. to 192nd Av.	Construction of new road with 5 lanes and path.	\$175,000	\$6,250,000	Congestion relief
Vancouver	NE 137th Avenue, 28th St. to 49th St.	Design and right of way	\$2,250,000	\$8,350,000	Mobility/Safety
Vancouver	NW 26th Avenue & Rail Extension	Design road and rail improvement	\$600,000	\$900,000	Mobility
Vancouver	NE 49th St., 112th Av. to 122nd Av.	Reconstruct to urban standards	\$900,000	\$1,549,000	Mobility/Safety
Vancouver	NE 18th St., 112th Av. to 138th Av.	Right of way	\$1,650,000	\$3,300,000	Mobility/Safety
Washougal	E Street, 6th St. to 32nd St.	Design and right of way	\$520,000	\$1,300,000	Mobility/Safety
WSDOT	Regional freight data collection	Collection of data on flow of freight	\$70,000	\$100,000	Data Collection
Yacolt	W. Yacolt Rd. & N. Amboy Av.	Design and right of way	\$264,000	\$367,000	Mobility/Safety
Total			\$27,639,999	\$245,100,000	

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Camas	NW Lake Road, 192nd Av. to Leadbetter	ITS	\$160,000	\$200,000	Mobility
Clark County	NW 149th Street Path	Construction of bike/pedestrian path	\$150,000	\$300,000	Multimodal
Clark County	134th Street Signal Optimization Project	ITS	\$900,000	\$1,020,000	Mobility/Traffic Operations
C-TRAN	VAST-ITS: Automatic Passenger Counting	ITS	\$190,000	\$295,000	Multimodal
C-TRAN	Super Stops	Transit	\$344,000	\$430,000	Multimodal
C-TRAN	Transit Signal Priority & Coordination Study	ITS	\$389,000	\$500,000	Multimodal
C-TRAN	CTR: Vanpools	Vanpool Program	\$390,000	\$459,000	Congestion relief
C-TRAN	(6) Hybrid Buses	Transit	\$3,469,800	\$4,400,000	Multimodal
RTC	Congestion Management Monitoring	Congestion Management	\$400,000	\$464,000	Congestion relief
RTC	VAST Program	Management of the Implementation of ITS	\$479,700	\$615,700	Mobility
RTC	Regional Corridor Management and Operations	ITS and Operations Concept	\$65,000	\$75,000	Mobility/Traffic Operations
Vancouver	162nd/164th signal system & bike	Implementation of signal coordination and bike lanes	\$616,124	\$770,000	Mobility
Vancouver	Adaptive- Mill Plain Mid-Corridor	ITS	\$224,996	\$281,000	Mobility
Vancouver	Community Master Plan Deployment	ITS	\$280,000	\$350,000	Mobility
Vancouver	Mill Plain Pedestrian Improvement	Sidewalk Improvement	\$250,000	\$300,000	Multimodal
Vancouver	Commute Trip Reduction Program	CTR	\$155,000	\$300,000	Mobility
Vancouver	East Fourth Plain	ITS	\$225,000	\$275,000	Mobility
Vancouver	East Mill Plain Signal Optimization	ITS	\$60,000	\$90,000	Mobility
Vancouver	112th Ave. Operation/Incident Mgt.	ITS	\$355,000	\$508,000	Mobility
Vancouver	164th Av., SE 1st to SE 34th St.	Add addition turn lanes/ITS	\$1,200,000	\$3,600,000	Mobility
Vancouver	Signal Optimization Program	ITS	\$50,000	\$100,000	Mobility
Vancouver	Urban Arterial Management & Traveler Info.	ITS	\$190,000	\$240,000	Mobility
Vancouver	Signal Operations for Truck Priority	ITS	\$78,000	\$100,000	Mobility
Vancouver	192nd Av. Fiber and Signal Integration	ITS	\$100,000	\$120,000	Mobility

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Vancouver	Vancouver Bicycle Mobility Program	Bicycle Improvements	\$218,000	\$353,000	Multimodal
Vancouver	Andresen Road Integration Project	ITS	\$228,000	\$275,000	Mobility/Traffic Operations
Vancouver	Local Agency Modular	ITS	\$130,000	\$150,000	Mobility/Traffic Operations
Vancouver	Thurston Road Integration	ITS	\$78,000	\$90,000	Mobility/Traffic Operations
Washougal	E Street, 6th to 32nd St.	Roundabouts	\$1,184,000	\$5,404,000	Mobility
WSDOT	SR-14 Freeway Operations & Incident Mgt.	ITS	\$390,000	\$600,000	Mobility
WSDOT	ITS Network Enhancement	ITS	\$128,000	\$160,000	Mobility
WSDOT	ATIS Phase II Deployment	ITS	\$200,000	\$250,000	Mobility
WSDOT	Freeway Operations and Incident Mgt.	ITS	\$125,000	\$175,000	Mobility
WSDOT	VAST IV Initial Investment	ITS	\$280,000	\$350,000	Mobility
WSDOT	Advanced Traveler Information Freeway Improvements	ITS	\$240,000	\$300,000	Mobility
WSDOT	SR-14 Freeway Operations & Incident Mgt.	ITS	\$487,000	\$649,000	Safety/Mobility
WSDOT	VAST IV Operations	ITS	\$80,000	\$100,000	Mobility
Total			\$14,489,620	\$24,648,700	

Puget Sound Regional Council (PSRC)

The Puget Sound Regional Council (PSRC) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO) for the four counties of Kitsap, King, Pierce and Snohomish. PSRC utilizes a regional and countywide prioritization and selection process to allocate Federal-aid funds to the Puget Sound area. This process is used for the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds.



The project selection process is designed to implement and fund projects that are consistent with the WTP and the policies of the various regional transportation plans such as: Destination 2030; VISION 2020; Regional Economic Strategy; “support for centers and connecting corridors” and local comprehensive plans. Support for designated urban and manufacturing/industrial centers and the corridors that connect them is the overall policy focus from these plans, which now includes support for industry clusters from the region’s adopted Regional Economic Strategy. PSRC has established the following regional priorities:

- Preservation;
- Safety;
- System efficiencies/Intelligent Transportation Systems;
- Missing links on the Metropolitan Transportation system;
- Congestion/mobility; and
- Transportation Demand Management/Commute Trip Reduction.

A call for projects is issued for both the STP and CMAQ funding sources. While the air quality criterion is heavily weighted for projects submitted for CMAQ funding, projects submitted for STP funding are also evaluated for air quality benefits. The other criteria are weighted equally for both funding sources.

The policy focus for both the regional and countywide processes is support for centers and their connecting corridors. The evaluation criteria used in the project selection process includes criteria related to the centers and corridors policy focus, as well as criteria related to project readiness and air quality benefits. Projects selected among the seven regional priorities implement the policy focus and meet the evaluation criteria.

There are two differences between the regional and countywide processes:

- The regional process selects priority regional projects, and the countywide processes select priority projects among each of the four counties; and
- The regional process focuses on centers designated through countywide planning policies, and the countywide processes focus on centers as broadened to include those identified in local jurisdictional plans.

Puget Sound Regional Council (PSRC)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>CMAQ funds *</u>	<u>Estimated Unprogrammed Funds through 2010</u>
FFY 2004 Actual	\$42,358,326	\$20,042,597	\$6,493,931 : STP funds
FFY 2005 Actual	\$34,705,506	\$18,626,889	\$16,725,037 : CMAQ funds
FFY 2006 Actual	\$34,336,920	\$18,913,063	Note: PSRC has selected projects into 2010.
FFY 2007 Actual	\$43,279,733	\$22,590,344	
FFY 2008 Estimate	\$39,777,000	\$21,235,000	
FFY 2009 Estimate	\$26,152,000	\$14,384,000	
FFY 2010 Estimate	\$34,300,000	\$18,900,000	
Total	\$254,909,485	\$134,691,893	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Arlington	67th Avenue NE Roadway Improvements - 204th Street NE to Lebanon	The project will widen the existing roadway from two lanes to three lanes, adding a two-way left-turn lane. The project includes a sidewalk on the west side and constructs a meandering 12-foot wide multi-use path (Centennial Trail) on the east side.	\$269,716	\$14,300,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Auburn	A Street NW Extension	Construct a missing 1.47 mile link in a 3.5 mile North/South corridor beginning at Auburn Transit Station and terminating at S. 277th Street on the northern city limits. The project will consist of a new 3-lane and 5-lane road with sidewalks. It will align with the existing B Street NW and A Street NW on its northern and southern termini, respectively.	\$859,500	\$7,096,100	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Auburn	A Street SW Loop	This project will complete the last phase of the 3rd Street SW Grade Separation Project and includes the construction of a connection road between A Street SW and S Division Street, south of 3rd Street SW. This will complete the re-configuration of the SR-18 westbound ramp interchange with both C Street SW and 3rd Street SW.	\$299,977	\$650,000	Mobility/Congestion Improvements
Auburn	Auburn Urban Center Transportation System Management Improvements	This project will reconstruct 2nd Street SW between A Street SW and A Street SW in Auburn.	\$554,243	\$661,037	Preservation
Auburn	Auburn Way North Improvements	Widen the existing four-lane arterial to five lanes by providing two-way left turn lanes beginning at 2nd Street NE, ending with a left-turn pocket at 4th Street NE. New curb, gutter, and sidewalk will be installed on the west side of the street.	\$676,559	\$819,949	Mobility/Congestion Improvements
Auburn	King County Smart Growth Initiative	This project will construct a missing 1.47 mile link in a 3.5 mile North/South corridor beginning at the intermodal Auburn Transit Station in the urban center and terminating at S. 277th Street on the northern city limits. The project will consist of a new 3-lane and 5-lane road with sidewalks constructed between 3rd Street NW and 15th Street NW, an MTS facility. It will align with the existing B Street NW and A Street NW on its northern and southern termini, respectively.	\$41,112	\$7,096,100	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Auburn	West Main Street	Repair street surface; replace damaged sidewalks, curbs, and gutters; create Class 2 bike lanes; perform corrective root pruning or replace existing trees as needed; install tree grates; install information sign and map at Interurban trailhead.	\$25,097	\$811,179	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bainbridge Island	Ericksen Avenue Improvements	Construct sidewalk, curb and gutter on the west side, and bikelane on the east side of Ericksen Avenue. A planter strip with trees will separate the sidewalk from vehicle lane. Install a closed drainage system for storm water runoff collection, and resurface roadway pavement.	\$100,000	\$934,248	Safety
Bainbridge Island	High School Road Preservation and Bike/Ped Improvements	Construct bike/pedestrian and transit facilities	\$148,653	\$885,680	Mobility/Congestion Improvements
Bainbridge Island	Non-motorized Safety Improvements at Blakely & Wilkes Elementary Schools	This project improves non-motorized access around Blakely and Wilkes Elementary Schools. It will provide detailed planning and beginning of a safe non-motorized route to both schools.	\$200,000	\$280,000	Safety
Bainbridge Island	Wing Point Way Non-Motorized Facility Improvements	This project will construct a 6-foot sidewalk on the south side, a 5-foot bicycle lane on both sides of the roadway as well as the installation of a storm water conveyance system from Ferncliff to Park Avenue.	\$266,000	\$1,020,000	Mobility/Congestion Improvements, Safety
Bainbridge Island	Wing Point Way Reconstruction	The project consists of reconstructing badly deteriorated roadway pavement, roadway grading to improve vertical sight distance, construction of a retaining wall, improving a storm water conveyance system, and installing a water quality facility.	\$600,000	\$1,309,220	Preservation
Bainbridge Island	Winslow Way	Winslow Way currently has five foot sidewalk and no bicycle lanes with a deteriorating pavement surface and substandard and failing drainage facility. This project proposes to widen the sidewalks, install bikelanes, storm drainage, pavement resurfacing, street lighting, undergrounding of overhead utilities, and intersection improvements.	\$102,490	\$1,200,000	Mobility/Congestion Improvements, Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bainbridge Island	Winslow Way / SR-305 Improvements	This project will acquire right-of-way and construct street preservation improvements and improve pedestrian and bicycle access on Winslow Way and on SR 305.	\$720,000	\$1,200,000	Mobility/Congestion Improvements, Safety
Bainbridge Island	Wyatt Way Improvements	This project will add a sidewalk and bicycle lanes to both sides of Wyatt Way, resurface the street, improve storm drainage facilities and construct a roundabout or traffic signal at the intersection of Madison Ave. to improve pedestrian and bicycle safety, mobility as well as the flow of traffic.	\$850,000	\$850,000	Mobility/Congestion Improvements, Safety
Bellevue	116th Avenue NE Overlay	Overlay a 0.37-mile segment of 116th Avenue NE from NE 8th Street to NE 12th Street.	\$332,600	\$384,509	Preservation
Bellevue	148th Ave SE Roadway Improvement	This project will add one southbound lane on 148th Avenue SE from the merge lane at SE 24th Street to the westbound I-90 on ramp. The new lane will serve as a dedicated entrance lane to the I-90 on ramp while the first interior southbound lane will provide access to both 148th Avenue SE and the I-90 westbound on ramp. Construct a fourth leg to the 148th Avenue SE/SE 28th Street intersection allowing left turn movements into BCC from northbound 148th and right turn movements to southbound 148th only. Reconstruct pedestrian and bicycle facilities.	\$817,739	\$7,000,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bellevue	150th Ave SE -- SE 36th Street to SE Newport Way	Construct new turning lanes at SE 38th Street and Newport Way; provide capacity improvements at Allen Road/SE 38th Street; modify signals at each intersection, as needed; construct new sidewalk on west side of 150th Avenue SE from SE 38th Street to Newport Way; and provide curb, gutter, illumination and landscaping, where appropriate.	\$1,289,741	\$3,075,724	Mobility/Congestion Improvements
Bellevue	156th Avenue NE - NE 8th Street to Northup Way - - A/C	Eliminate left-turns and portions of the left-turn lane and replace with curbs and/or medians, installation of U-turns and installations of pedestrian crossings.	\$722,323	\$4,459,590	Mobility/Congestion Improvements
Bellevue	I-405/Bellevue Downtown Access	Construct new transit/carpool interchange at NE 6th Street, widen NE 8th and NE 4th Street bridges across I-405, modify SE 8th Street Interchange, provide related intersection capacity improvements, and enhance pedestrian facilities all to improve access between I-405 and the downtown Bellevue area.	\$2,300,000	\$164,000,000	Mobility/Congestion Improvements
Bellevue	NE 2nd Street Roadway Enhancement (Bellevue Way to 112th Avenue NE)	Completion of a preliminary design phase for the widening of NE 2nd Street from Bellevue Way to 112th Avenue NE. The full project will widen the existing roadway from three lanes with parking lanes and turn pockets to five lanes.	\$304,166	\$9,020,000	Mobility/Congestion Improvements
Bellevue	NE 8th Street Widening/106th to 108th Avenues NE	The project will construct a third westbound lane on NE 8th Street from 108th to 106th Avenues NE, which becomes a right-only lane at 106th Avenue NE, and enhance pedestrian facilities adjacent to the new lane.	\$2,049,000	\$2,759,100	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bellevue	Urban Overlay Project (Five Roadways in Downtown Bellevue)	A phased project to rehabilitate and/or resurface the pavement on five roadway segments serving as major access points to Downtown Bellevue. The project will also install new signal vehicle detection loops and repair/adjust curb, gutter, sidewalk, and utilities as needed.	\$1,397,095	\$2,514,900	Preservation
Bothell	102nd Ave NE Bridge Resurfacing Project	102nd Ave NE Bridge is a critical existing arterial roadway connecting the south area of Bothell to the City's Downtown Business Center, an urban center for Bothell. The project consists of resurfacing the bridge decking with concrete cement, thus not only preserving the existing decking from further deterioration of the traveling surface but protecting the top steel reinforcement from further deterioration.	\$96,926	\$3,000,000	Preservation
Bothell	196th St SW / Filbert Rd / (SR-524) Phase 1A	A joint project with Snohomish County, WSDOT and the City of Bothell, approximately 4,000 liner feet in length beginning at the west city limits near Royal Anne Road to SR-527 at Thrasher's Corne, including the widening of an existing two-lane roadway to four driving lanes with a center left turn lane, five foot bicycle lanes, six foot sidewalks, storm drainage and street illumination, reconstruction of a traffic signal and a new bridge.	\$700,000	\$10,189,287	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bothell	88th Avenue NE Resurfacing (NE 180th Street to just north of 203rd Place)	This resurfacing project is part of the City's Annual Preservation / Overlay Program, which consists of resurfacing with asphalt the arterial streets located within the Bothell City limits. This program is designed to preserve and protect selected arterial street roadway surfaces on a annual cycle utilizing the City's Pavement Management System (PMS).	\$253,756	\$293,360	Preservation
Bothell	Annual Overlay Program	This program is designed to preserve and protect selected arterial street roadway surfaces on a annual cycle utilizing the City's Pavement Management System (PMS). The overlay projects will consist of asphalt planing, repair of failed roadway sections, and a minimum of two (2) inches of asphalt overlay.	\$81,007	\$293,360	Preservation
Bothell	Maltby Road and 15th Avenue SE Roadway Rehabilitation	Overlay and reconstruct 15th Avenue SE between 228th Street SE and 236th Street SE and spot locations on Maltby Road (SR-524) from SR-527 to 35th Avenue SE. Guardrails and side-slope improvements will also be included.	\$85,210	\$144,509	Preservation
Bothell	Overlay for NE 195th Street and 120th Ave. NE	Resurface roadways.	\$170,950	\$198,293	Preservation
Bothell	SR-522: Intersection Widening and Realignment at Wayne Curve	Widen and realign roadway at the intersection to provide additional eastbound and westbound lanes through intersection for transit queue jump, signal modification with transit priority, signal interconnect, raised median, additional turning lanes, curb, gutter and sidewalk.	\$6,591,597	\$13,100,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bothell	SR-527 Improvements (240th St SE to 228th St SE)	This project will widen SR-527 from two lanes to four lanes with a center dual left turn lane, bike lanes, transit stops, sidewalks, curb/gutter/plantings, minor side street improvements, interconnect and coordinate signals, provide access management, etc.	\$2,000,000	\$8,000,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Bothell	SR-527: Corridor Signal System Interconnect Project	The proposed project consists of enhancement of the existing signalized intersections along the Bothell-Everett Highway Corridor. The project will include the installation of fiber optic cables, computer hardware equipment and software needs for system interconnection, enhancing the intersection operations for the efficient movement of people and goods by deployment of the state of the art technologies in ITS technology.	\$200,000	\$450,000	ITS/Efficiency
Bremerton	Auto Center Way - 6th Street to Southbound SR 3 On-Ramp	Between 6th Street and the southbound SR-3 on-ramp, Auto Center Way merges from two southbound lanes to one, and pedestrian facilities are inadequate. The project extends the second southbound lane approximately 1,000 feet to the SR-3 on-ramp, and provides bicycle lanes, new curb, gutter and sidewalk, drainage modifications, pavement rehabilitation and streetlights.	\$900,000	\$1,050,000	Safety, Mobility/Congestion/Improvements
Bremerton	Harlow Drive / Kitsap Lake Elementary Pedestrian Improvements	The project improves pedestrian safety by constructing a pedestrian pathway along the west side of Harlow Drive between Lakehurst Drive and Osprey Circle.	\$250,000	\$289,017	Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bremerton	SR-303 Corridor 11th Street at Warren Avenue	Extend the southbound right turn lane on SR-303 (Warren Avenue) at 11th Street approximately 250 feet. Widen the lanes within the project area. Replace curb, gutter ,and sidewalk adjacent to the new right turn lane.	\$150,000	\$2,440,000	Mobility/Congestion Improvements, Safety
Bremerton	SR-304 Transportation Improvement Project	Capacity, safety, preservation, and environmental improvements to the SR-304 portion of the project corridor from the SR-3/304 interchange to the Bremerton Ferry Terminal. The project includes roadway widening, realignment and preservation, HOV lane implementation, access control, new intersections, signals, illumination, and landscaping. The project is being constructed in five stages: Stages 1A and 1B (Porter Steet to Pacific Avenue) were completed in 1999 and 2002, respectively; Stage 1-C (Charleston Beach Road to Porter Street); Stage 1-D (SR-3/304 interchange to Charleston Beach Road); and Stage 1-E (Downtown/Ferry Terminal Vicinity) remain.	\$3,719,500	\$43,500,000	Safety, Preservation, Mobility/Congestion Improvements
Bremerton	Warren Ave SB Off-Ramp	Design and construction of off-ramp.	\$136,054	\$861,054	Mobility/Congestion Improvements
Buckley	SR 410, SR 165, Ryan Road & 112th Street E. Realignment Project	Realign two highways, four city streets and the regional Foothills Trail. These roadway realignments will create one new intersection and modify an existing intersection.	\$500,000	\$3,500,000	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Burien	1st Avenue South Phase 2 (SW 146th St. to SW 148th St.)	Reconstruct 1st Avenue South from SW 146th Street to SW 148th Street to Principal Arterial standards, including pedestrian facilities, stormwater detention and water quality facilities, left-turn pockets at key intersections, traffic signals and interconnections to improve signal coordination on the corridor, landscaping and irrigation, and driveway consolidation where feasible.	\$364,810	\$6,750,957	Preservation
Burien	4th Avenue SW Transit Corridor Project (SW 150th Street to SW 153rd Street)	Reconstruction of the road base to support transit vehicles, sidewalks to complete existing gaps and provision of an ADA-compliant pedestrian promenade; left-turn pockets and channelization; and traffic signal improvements including signal interconnections.	\$814,039	\$2,527,831	Preservation, Metropolitan Transportation System Missing Links
Burien	Sylvester Rd. Multimodal/4th Ave SW Roadway Reconstr'n, Phase 1	Reconstruct and reconfigure to maintain existing two general purpose roadway lanes, two parking lanes, curbs, gutters, sidewalks and add protected turn lanes for transit.	\$219,000	\$846,515	Preservation, Mobility/Congestion Improvements
Burien	Town Square Streets	The project will extend 5th and 6th Avenues SW between SW 150th Street and SW 152nd Street, SW 151st Street between 4th SW and 6th SW, and construct half-street improvements on SW 150th Street between 4th SW and 6th SW. The project will add two new traffic signals on 6th SW at the intersections of SW 150th and SW 152nd Streets, and will provide nonmotorized facilities on SW 150th Street and 6th Ave SW, pedestrian-scale street lights, signal coordination and prioritization, landscaping and other urban design amenities.	\$950,000	\$8,225,557	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Carnation	Signalized Intersection - Tolt Avenue (SR-203) at Entwistle Street	The project includes improvements to a single road intersection at Tolt Avenue (SR-203) and Entwistle Street in downtown Carnation. The project includes installing traffic signals, lighting, and controls at the intersection. The scope also includes construction of traffic calming bulbs, sidewalks, crosswalk striping, ADA ramps and channelization improvements.	\$50,000	\$400,000	Mobility/Congestion Improvements, Safety
Carnation	SR 203/Tolt Avenue Redevelopment Plan	The city will undertake a comprehensive look at improvements to enhance the Tolt Avenue/SR 203 corridor to improve pedestrian and traffic safety, as well as increasing the ability of residents and visitors to use nonmotorized transportation throughout the corridor.	\$177,000	\$200,895	Safety, Mobility/Congestion Improvements
Community Transit	SR-99 Bus Rapid Transit	The project provides funding for preliminary engineering and to purchase approximately 14, high-capacity bus rapid transit (BRT) vehicles and a range of ITS technologies such as real-time information displays, automatic vehicle locators, automatic stop enunciators, automatic passenger counters and BRT station amenities needed to implement a BRT system on SR 99 from Everett Station to north King County.	\$2,500,000	\$17,000,000	Mobility/Congestion Improvements
Covington	SR-516 Access Control/Signal (West City Limits to East City Limits)	Construct a new traffic signal at SR-516/172nd Ave SE intersection; modify existing traffic signals at SR-18/SR-516 ramps, SR-516/168th Ave SE and SR-516/SE Wax Road intersections, Intersection widening for U-turns, construction of access control features.	\$286,776	\$3,635,757	Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Des Moines	16th Avenue South Improvement Project	The 16th Avenue Improvement Project will add curb, gutter, 6ft sidewalks, and 5ft bike lanes, a two way left turn lane, and improvements to the traffic signal at South 260th Street / Woodmont Drive.	\$244,492	\$6,477,890	Safety, Mobility/Congestion Improvements
Des Moines	Pacific Highway South Redevelopment Project (S. 216th Street to Kent-Des Moines Rd.)	Widen to seven lanes including HOV lanes for both directions and a 16 foot raised median. Other work includes installing curbs and gutters, sidewalks, water retention/detention systems, new signals, bus pullouts, and shelters, landscaping, and underground utilities; signal interconnect, driveway consolidation, access management, and transit system priority through the signalized intersections.	\$128,840	\$14,722,000	Safety, Mobility/Congestion Improvements
Duvall	SR-203 / Duvall Main Street (NE Cherry Valley Road to NE Valley Street)	Improve Main Street (SR-203) within the northern half of the City of Duvall. The section is approximately 2900 linear feet long - from the Cherry Valley Street "area" (area north of Bird Street) - to Valley Street on the south end. The proposed project will include a number of safety improvements and center enhancements.	\$1,070,505	\$6,500,000	Safety
Eatonville	SR-161: Eatonville Town Center and Corridors Study	The objective of this study is to create a plan of action that would lead to the development of a compact rural town center with an effective pedestrian-friendly commercial street and a major arterial providing auto access to Mt. Rainier.	\$150,000	\$175,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Eatonville	SR 161, Lynch Street to Mashell River	Prepare design and environmental documents for roadway and related improvements at three locations: the intersection of Mashell and Washington/SR 161, the intersection of Washington and Center, and on Mashell north of Center. Work includes intersection geometry improvements, installing signs, access relocation, street lighting, landscaping, traffic signal design and channelization, sidewalks, etc.	\$348,000	\$6,000,000	Mobility/Congestion Improvements, Safety
Edgewood	SR-161 Widening Project	The WSDOT is widening SR-161, a major north-south route, through Edgewood. Elements enhancing SR-161 to make nonmotorized transportation more feasible include a 10-foot wide multi use path, 4-foot planted buffer, curb and 4-foot shoulder. Planted medians will be located intermittently as a safety measure to prohibit continuous travel in a 2-way turn lane, and to provide hold/wait areas at crossings without signal lights.	\$466,502	\$7,124,725	Mobility/Congestion Improvements, Safety
Edmonds	220th Street SW Improvements (9th Ave S. to 84th Ave W.)	The project will widen 220th Street from 2 to 3 lanes. The project limits are from 9th Avenue South to 84th Avenue West. The project will also construct two bike lanes, curb, gutter, sidewalks, stormwater treatment facilities, improved transit stops and a signalized intersection at 84th Avenue West.	\$500,000	\$5,600,000	Safety, Mobility/Congestion Improvements
Edmonds	South 76th Avenue W, Pavement Rehabilitation	Pavement resurface and channelization.	\$117,062	\$682,551	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Enumclaw	Porter Street (SR-169) & McHugh Avenue Intersection Improvement	The intersection of Porter Street & McHugh Avenue will be improved by adding exclusive left turn lanes to each of its legs. The west and north legs will physically be widened to contain 3 twelve-foot lanes, the east & south legs will be restriped for 3 lanes, and curb, gutter and sidewalks will be constructed on each side.	\$421,585	\$279,454	Safety, Mobility/Congestion Improvements
Enumclaw	SR-410 Channelization, Mt. Villa Dr. to Watson Street	This project will provide left turn pockets, left turn lanes, additional through lanes, and additional right turn lanes.	\$40,000	\$210,000	Mobility/Congestion Improvements, Safety
Enumclaw	SR-410: Corridor Study	The SR-410 Corridor Study will provide a comprehensive transportation and land use assessment of approximately 2.54 miles of the busiest segment of SR-410 within the Enumclaw city limits, accommodating both local and thru traffic.	\$65,000	\$80,000	Mobility/Congestion Improvements
Everett	112th Street Corridor Completion Project (Silver Lake Road to SR-527)	This project improves 112th Street SE, between SR-527 and Silver Lake Road, from the existing four lanes to a full five-lane configuration. The project will add bike lanes in both directions, a new westbound general-purpose lane and signal improvements.	\$1,962,370	\$4,905,930	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Everett	112th Street SE Street Improvement project, 3rd Avenue SE to Interstate 5	The project will widen 112th Street SE from 2 or 3 lanes to 5 lanes with bike lanes and sidewalks on both sides of the street, from 3rd Avenue SE to Interstate 5.	\$1,000,000	\$13,895,246	Safety, Mobility/Congestion Improvements
Everett	41st Street - Broadway Arterial Improvements	Design and construct arterial improvements along 41st Street associated with the reconstruction of the I 5/41st Street interchange, including curbs, gutters, pedestrian and traffic signal enhancements, new traffic signals, and minor widening.	\$2,444,000	\$29,000,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Everett	Annual Arterial Overlay Program	This project involves the construction of asphalt overlays on principal, minor, and/or collector arterials in the City of Everett. These routes are all numbered on the current federal-aid route map, and all the roadway segments to be overlaid will be prioritized by the City's pavement management system.	\$413,250	\$477,746	Preservation
Everett	California Street Overcrossing (Terminal Ave to Norton St)	This project involves the environmental review, design, and construction of an elevated extension of Everett Avenue over the BNSF Bayside tracks to Terminal Avenue. This overcrossing will replace the existing California Street at-grade crossing which is the only existing access into this area of the Port of Everett with sufficient clearance for large trucks and emergency vehicles.	\$680,556	\$10,000,000	Freight Mobility, Mobility/Congestion Improvements
Everett	East Marine View Drive (North Broadway to I-5)	Widen East Marine View Drive from the existing two lanes to four lanes, adding left-turn pockets where necessary, installing curbs, gutters, and sidewalks, adding illumination revisions, rechannelization, an asphalt overlay, a traffic signal and intersection improvements at 15th Street, and reconstructing the undercrossing at North Broadway. T	\$70,765	\$6,100,000	Metropolitan Transportation System Missing Links
Federal Way	Pacific Highway South HOV lanes Phase 2	Reconstruct and widen portions of Pacific Highway South (SR-99) to provide a pair of HOV lanes, burying the overhead utilities, curb and gutter, medians, and sidewalks, modifying the existing traffic signal systems, channelization, illumination system, access control management and drainage system improvements.	\$2,850,000	\$48,200,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Federal Way	Pacific Highway South HOV Lanes Phase III (Dash Point Road to S. 284th St.)	Reconstruct and widen portions of Pacific Highway South (SR-99) between Dash Point Road and South 284th Street, to provide HOV lanes each direction, undergrounding the overhead utilities, curb and gutter, medians, and sidewalks, retaining walls, modifying the existing traffic signal system, channelization, illumination system, access control management and drainage system improvements.	\$2,903,133	\$19,000,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Federal Way	Pacific Highway South HOV Lanes Phase IV (Dash Point Road to South 312th Street)	This project will reconstruct portions and widen Pacific Highway South (SR-99) between Dash Point Road and South 312th Street, to provide HOV lanes each direction, undergrounding the overhead utilities, curb and gutter, medians, and sidewalks, retaining walls, modifying the existing traffic signal systems, channelization, illumination system, access control management and drainage system improvements.	\$2,000,000	\$12,000,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Fife	70th and Valley Corridor - 70th Av E and Valley Av E, 20th St E to Freeman Rd E & UPRR	Widen existing two-lane arterial to 5 lanes on 70th Av E and 4 lanes on Valley Av E, plus additional lanes at intersections, paved shoulders/bicycle lanes, curbs, gutters, planter/safety strips, and sidewalks. This project will provide arterial capacity for an alternate surface arterial access to the Port of Tacoma before completion of SR 167.	\$1,993,570	\$18,861,750	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Fife	Pacific Highway East (Port of Tacoma Road to Alexander Avenue East)	Widened to a 5-lane arterial including curbs, gutters, sidewalks, bicycle lanes, storm facilities, landscaping, street lighting, roadway rehabilitation and resurfacing, and bus stops.	\$43,250	\$3,292,500	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Granite Falls	Granite Falls Alternate Route (GFAR)	The Granite Fall Alternate Route (GFAR) will provide improved/efficient access for freight by creating a designated freight corridor which by-passes downtown Granite Falls.	\$200,000	\$15,300,000	Safety, Freight Mobility
Issaquah	229th Ave / E Lake Sammamish Parkway (Traffic Signal & HOV Bypass)	The project will install a traffic signal at the intersection of E. Lake Sammamish Pkwy/229th Ave. SE and install an HOV bypass lane on E. Lake Sammamish Pkwy between 229th Avenue SE and the I-90 westbound on-ramp, and includes other striping transitions between Issaquah-Fall City Road and 229th Avenue SE. This project will also modify the Ramp Metering system and approach geometrics by providing an additional westbound lane approach and installation of a traffic signal mast arm.	\$208,995	\$350,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Kenmore	Kenmore Bothell Way Improvement Project	The intersections to SR-522 will be modified at 61st, 68th and 73rd Avenues NE to provide a range of improvements including additional turning lanes, roadway realignment, the removal of traffic signals at some location, signal coordination at other locations, pedestrian and bicycle safety features, and bus stops, bus shelters and bus pullouts.	\$1,167,101	\$21,024,500	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kenmore	Kenmore Bothell Way Improvement Project Phase I	Construct a series of projects in the Bothell Way corridor between 61st and 73rd Avenues NE, and between approximately NE 175th Street to NE 185th Street on 68th Avenue NE, providing a range of improvements including additional turning lanes, roadway realignment, the removal of traffic signals at some location, signal coordination at other locations, pedestrian and bicycle safety features, and bus stops, bus shelters and bus pullouts.	\$6,310,799	\$21,024,510	Safety, ITS/Efficiency, Mobility/Congestion Improvements
Kenmore	Kenmore Bothell Way Improvement Project Phase II	Widen SR-522/Bothell Way to add business access and transit lanes. Replace the Swamp Creek Bridge. This is a continuation of Kenmore's implementation of the SR 522 Multi-Modal Corridor Study completed by WSDOT.	\$100,312	\$12,000,000	Mobility/Congestion Improvements
Kent	East Valley Highway Improvements - SR 167 to S. 212th Street	Complete the sidewalk system and provide a full-width overlay of the entire roadway.	\$874,183	\$1,255,000	Safety, Preservation, Metropolitan Transportation System Missing Links
Kent	East Valley Highway Widening - SR 167 to S. 212th Street	This project will widen East Valley Highway (84th Avenue South) between SR 167 and S. 212th Street by providing a continuous southbound through lane from S. 216th Street to SR 167 and a continuous northbound through lane from SR 167 to S. 212th St. Also included is a deceleration lane southbound at S. 216th St and upgrading existing traffic signal systems.	\$1,000,000	\$3,335,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kent	King County Smart Growth Initiative	This project will reconstruct the Smith Street/Lincoln Street intersection by providing a new left turn lane from eastbound Smith Street onto northbound Lincoln Avenue at the Kent Park and Ride lot. Included in the project will be the construction of a new traffic signal as well as the installation of new sidewalk, curb and gutter along Smith Street.	\$30,121	\$892,000	Mobility/Congestion Improvements, Safety
Kent	Pacific Highway South High Occupancy Lanes	Widen Pacific Highway South to provide a pair of High Occupancy Vehicle lanes, reconstruct existing sidewalks, provide a ten-foot wide concrete sidewalk/bicycle path, and modify the existing traffic signal systems at Kent-Des Moines Road, South 240th Street and at South 252nd Street. Project will include paving, concrete curbs, gutters, and 10-foot wide sidewalks/bicycle ways, storm drainage systems, utilities, landscaping and appurtenances.	\$850,100	\$10,385,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Kent	Pacific Highway South HOV Lanes - Phase I	Widen Pacific Highway South to provide a pair of High Occupancy Vehicle lanes, reconstruct existing sidewalks, provide a ten-foot wide concrete sidewalk/bicycle path, and modify the existing traffic signal systems at Kent-Des Moines Road, South 240th Street and at South 252nd Street. Project will include paving, concrete curbs, gutters, and 10-foot wide sidewalks/bicycle ways, storm drainage systems, utilities, landscaping and appurtenances.	\$445,497	\$10,385,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kent	Pacific Highway South HOV Lanes - Phase I	Widen Pacific Highway South to provide a pair of High Occupancy Vehicle lanes, reconstruct existing sidewalks, provide a ten-foot wide concrete sidewalk/bicycle path, and modify the existing traffic signal systems at Kent-Des Moines Road, South 240th Street and at South 252nd Street. Project will include paving, concrete curbs, gutters, and 10-foot wide sidewalks/bicycle ways, storm drainage systems, utilities, landscaping and appurtenances.	\$2,421,616	\$10,385,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Kent	S. 228th Street Railroad Grade Separations (UP and BNSF)	The project will grade separate the Union Pacific and Burlington Northern railroad tracks at S. 228th Street via two under-crossings. Both railroads will operate on bridge structures over the roadway. Associated improvements include driveway improvements to accommodate the under-crossings as well as curbs, gutters, sidewalks, storm drainage, and lighting.	\$5,000,000	\$38,000,000	Mobility/Congestion Improvements, Freight Mobility
Kent	Smith St Left Turn Lane at Lincoln Ave (part of King Co. Smart Growth Initiative project)	This project will reconstruct the Smith Street/Lincoln Street intersection by providing a new left turn lane, a new traffic signal and the installation of new sidewalk, curb and gutter along Smith Street.	\$629,720	\$892,000	Safety, Mobility/Congestion Improvements
Kent	South 212th St. - Green River Bridge to West Valley Highway	Rehabilitate and/or reconstruct deficient roadway sections, overlay where appropriate with Class "B" asphalt pavement, and restore existing channelization.	\$388,828	\$449,828	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
King County	124th Ave SE @ SE 192nd St	The intersection of 124th Ave SE @ SE 192nd Street is a high accident location in King County and meets traffic signalization warrants. This project will construct a westbound left turn pocket, install a steel pole traffic signal, and make improvements to pedestrian facilities.	\$997,925	\$3,017,000	Safety, Mobility/Congestion Improvements
King County	124th Street Road Raising	Two segments of roadway along this corridor allow water to overtop during flooding events, which results in road closures four to five times per year. This project will raise the low roadway segments, reducing the frequency of closures and allowing the 8,000 average daily traffic use of the corridor.	\$605,000	\$1,289,000	Preservation, Safety
King County	140th Avenue Southeast at Southeast Petrovitsky Road	Reconfigure existing intersection to provide four through lanes, a free right turn lane, dual left turn lanes, curb, gutter, and sidewalk, Class II bicycle lanes, illumination, transit stops, and traffic signal.	\$825,000	\$6,611,000	Mobility/Congestion Improvements
King County	16th Avenue South Bridge (South Park) Replacement-EIS	Prepare a National Environmental Policy Act (NEPA) Environmental Assessment (EA) to replace the existing moveable span bridge with a four lane fixed span bridge that provides 60 feet of waterway clearance, and perform the necessary preliminary engineering.	\$5,500,000	\$150,000,000	Preservation
King County	1st Avenue South Urban Retrofit	Design and reconstruction of 1st Avenue South street to provide illumination, sidewalks, bicycle lanes, and landscaping and improved access to transit facilities.	\$354,915	\$410,306	Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
King County	Acquisition of the Burlington Northern Santa Fe Right of Way - Woodinville Subdivision	Funding will be used towards the acquisition of the Burlington Northern Santa Fe right of way known as the Woodinville Subdivision.	\$1,500,000	\$38,000,000	Metropolitan Transportation System Missing Links
King County	CW Neal Bridge #294A	Replace deficient CW Neal Bridge #249A. CW Neal Bridge has rotted substructure, and creosoted piling in the creek. Bridge was built in 1951 and is reaching the end of its useful life, requiring frequent maintenance.	\$350,000	\$469,000	Preservation
King County	East Lake Sammamish Parkway SE	Widen and reconstruct existing 2 lane road to 8 lanes from I-90 westbound ramps to SE Vaughn Hill Rd, and 7 lanes from SE Vaughn Hill Rd to SE 56th St. Phased improvements include HOV lanes NB and SB, 2-way left turn lane, and install curb, gutter, sidewalks, channelization, landscaping, illumination, signalization, and water quality facilities.	\$60,320	\$2,053,879	Metropolitan Transportation System Missing Links
King County	Enhancing Bicycle / Bus Linkages in King County	Install bike racks that carry three bicycles on Metro and Sound Transit buses serving East King County, in order to respond to the increasing demand for bicycle trips across the SR-520 corridor.	\$300,000	\$1,619,400	Mobility/Congestion Improvements
King County	Harris Creek Bridge #5003	Replace functionally obsolete bridge.	\$260,634	\$3,836,693	Preservation
King County	King County Smart Growth Initiative	The project includes the construction of four lanes of roadway between NE 100th and NE 103rd, providing access to Metro's park and pool lot and to facilitate new transit oriented developments and the future relocation of the Northgate Transit Center to First Avenue NE. Project also includes elements such as curb, gutter and sidewalks, pedestrian crossings, landscaping, signals and other streetscape elements in the project area.	\$62,611	\$2,292,483	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
King County	Novelty Hill Road (King County CIP No. 100992)	Complete environmental documents sufficient for the follow-on design project for the portion of NE Novelty Hill Road between Avondale Road NE and two Urban Planned Developments (UPD's) at approximately 218th Avenue NE.	\$525,975	\$4,079,000	Mobility/Congestion Improvements
King County	On-Board Systems Integration	The On-Board Systems Integration (OBSI) Project will upgrade the equipment on 1,271 King County Metro buses to establish a viable platform for a single operator interface device. OBSI will support future efforts including enhanced transit signal priority, advanced traveler information systems, security cameras, & regional intelligent transportation system operations.	\$1,898,955	\$10,500,000	ITS/Efficiency
King County	Orillia Road	Rebuild the two outside lanes of this four lane roadway. Plane the two inside lanes, then overlay the four lane road. Add drainage collection for roughly 30% of the project.	\$1,019,346	\$1,220,175	Preservation
King County	Regional TDM Implementation Project	Implement a comprehensive Regional TDM Implementation program that supports and complements the Regional TDM Action Strategy and the co-sponsors' plans. The target strategies are Station Car/Ferry Demonstration, Rideshare Initiatives, Transportation Pass programs, Activity Center Strategies, Welfare to Work Program, Parking Management Demonstrations, and SeaTac Area Mobility Strategies.	\$150,000	\$16,000,000	TDM

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
King County	Rutherford Slough Bridge #920A	Replace deficient Rutherford Slough Bridge #920A. Bridge #920A has rotted substructure, creosoted piling in the creek, and abutments are leaning toward creek. Bridge was built in 1950 and is reaching the end of its useful life, requiring frequent maintenance.	\$350,000	\$469,000	Preservation
King County	Smart Growth Initiative - Northgate	Construct four lanes of roadway between NE 100th and NE 103rd, providing access to Metro's park and pool lot and to facilitate new transit oriented developments and the future relocation of the Northgate Transit Center to First Avenue NE. Project also includes elements such as curb, gutter and sidewalks, pedestrian crossings, landscaping, signals and other streetscape elements in the project area.	\$1,308,961	\$2,292,483	Mobility/Congestion Improvements
King County	Transit/Land use/Air Quality/ Connection Study	Analyze and evaluate the relationship between land use, transit, and air quality connectivity as a basis for determining a new transit policy and allocation process	\$300,000	\$785,000	ITS/Efficiency
King County	Trans-Valley Corridor: Carr Rd/SR-515 (Benson Rd.) Intersection	Pre-design and engineering at the intersection of Carr Road and SR 515 in unincorporated King County. The pre-design study, which is almost complete, will result in a determination of what improvements are needed at the intersection of SR 515 and Carr Road, and for Carr Road west of SR 515, to provide adequate through movement capacity, improved channelization, and signal improvements.	\$2,855,554	\$4,550,197	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
King County	West Valley Highway Freight Corridor	This project involves the reconstruction and improvement of West Valley Highway from the Auburn/Algona city limits to the King County line. Improvements will include the upgrade of pavement to accommodate heavy truck traffic for use as a freight corridor. The project will also include the addition of Class 1 non-motorized trail facilities.	\$614,740	\$8,642,885	Freight Mobility, Metropolitan Transportation System Missing Links
King County	Woodinville Duvall Bridge 1136A	King County Department of Transportation is the lead agency to conduct a level II Seismic retrofit of the Woodinville Duvall Bridge 1136A.	\$673,877	\$968,880	Preservation
King County	Woodinville-Duvall Rd (NE 171st St to Avondale Rd NE)	Design work toward widening an existing 2-lane principal arterial to increase safety and relieve traffic congestion. Project elements may include curb, gutter, sidewalk, illumination, storm drainage, channelization, landscaping and environmental studies.	\$500,000	\$625,000	Mobility/Congestion Improvements
King County	Woodinville-Duvall Rd at 212th Ave NE	Woodinville-Duvall Road is a two lane principal arterial with limited sight distance. A high rate of turn movements and the lack of turn lane facilities at the intersection of 212th Ave NE results in significant vehicle delays and high accident rates (this intersection ranks #29 in the King County high accident location array). To help mitigate these problems, this project will construct a westbound turn pocket and rebuild the signal at this location.	\$1,277,317	\$3,400,000	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kitsap County	Bucklin Hill Road: Blaine Avenue NW to Tracyton Boulevard	The project consists of a new signal at the west entrance of the Silverdale Plaza parking lot and the reconstruction of an existing temporary signal at Mickelberry Road. Both signal sites will have pedestrian-actuated crossings. The County will also construct a pedestrian-actuated mid-block crossing in the vicinity of the Clear Creek Trail.	\$563,495	\$1,642,285	Safety, Mobility/Congestion Improvements
Kitsap County	Lund Avenue Safety/Traffic Operations (Hoover Ave to Bethel Rd.)	Major widening to 0.26 miles of Lund Ave. to add 2 through lanes and a 2-way left turn lane and six foot bicycle lane with concrete curb, gutter and sidewalk both sides. This work will provide for congestion relief at the un-signalized intersection of Cathie Ave. / Lund, as well as providing for local access.	\$389,219	\$450,219	Mobility/Congestion Improvements
Kitsap County	Mile Hill Drive Safety/Traffic Operations (Colchester Drive to Long Lake Road)	Minor widening of 1.48 miles of Mile Hill Dr. to add 2-way left turn lane from Colchester Dr. to Long Lake Rd., while maintaining current lane widths and providing for standard paved shoulders. Also included are traffic signals at major intersections that meet signal warrants.	\$2,599,219	\$5,250,000	Safety
Kitsap County	Miller Bay Road intersection signalization project	The project consists of widening Miller Bay road with 12' lanes and 8' paved shoulders, interconnected traffic signals, improved channelization and resurfacing.	\$493,354	\$1,952,000	Safety, Mobility/Congestion Improvements
Kitsap County	Mosquito Fleet Trail, Gunderson to Cowling Creek	Design, ROW acquisition and construction of the continuance of the Mosquito Fleet Trail south from Gunderson Road to a location near Cowling Creek.	\$324,000	\$1,045,285	Mobility/Congestion Improvements
Kitsap County	Newberry Hill Rd West Safety/Traffic Operations	Minor widening of 2.15 miles of Newberry Hill Rd. to add left turn lane for approximately .75 miles.	\$689,219	\$5,287,421	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kitsap County	Southworth - Harper Segment of Mosquito Fleet Trail	Acquiring 5' of ROW from 17 parcels along the upland side of Southworth Drive, installation of drainage lines and catchbasins, realignment of the road and the construction of a 4' shoulder along the shoreline. Completion of this section will allow cyclists and pedestrians the ability to commute the entire length from Pt. Orchard to the Southworth Ferry terminal on a paved shoulder.	\$295,000	\$950,000	Metropolitan Transportation System Missing Links
Kitsap County	SR-104: Miller Bay Rd. & SR-305 (Kingston to Agate Pass Bridge Study)	This Rural Corridors Planning Study is designed to assess issues associated with the Miller Bay corridor, focused on safety, revitalization of town centers and the development of non-motorized facilities.	\$129,750	\$207,803	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Kitsap County	Waaga Way Extension	Kitsap County will construct 0.75 miles of new road as a minor arterial from SR-303 west to Old Frontier Road. This new roadway will consist of four, twelve foot wide travel lanes with a fourteen foot wide center landscaped median and designated left turn channelization. The roadway will also have five foot wide bike lanes, six foot wide landscape strips and six foot wide sidewalks with street lighting on both sides of the road.	\$3,200,000	\$5,360,000	Mobility/Congestion Improvements
Kitsap County	West Kingston Road	Minor widening, resurfacing, pedestrian and bike improvements.	\$713,282	\$3,482,489	Mobility/Congestion Improvements
Kitsap County	Division Avenue Safe Routes to School, Suquamish Way to Columbia Street	Construct a 5' sidewalk on the west side of Division Avenue NE, approximately .4 mile for children attending Suquamish Elementary.	\$250,000	\$1,849,569	Safety
Kitsap Transit	30 Low Floor Small Buses for ACCESS Service	Purchase small diesel buses for ACCESS service.	\$450,000	\$3,228,000	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kitsap Transit	Bike Lockers, Bike Racks, Shelters, and Benches	Provide bus stop equipment at a variety of locations that service non-motorized multi-modal users, such as at transportation terminals and hubs.	\$30,000	\$34,682	Safety, Mobility/Congestion Improvements
Kitsap Transit	Bremerton Transportation Center	The BTC is a multimodal transfer center located at the Bremerton Ferry Terminal. The 2006 funds are for a covered kiss-n-ride/walkway.	\$5,100,000	\$9,116,563	Safety
Kitsap Transit	Harper Church Park and Ride Expansion	Expansion of existing park and ride to include an additional 7.3 acre parcel.	\$200,000	\$1,045,285	Mobility/Congestion Improvements
Kitsap Transit	Newberry Hill Park and Ride	Development of an approximately 200 stall park and ride near the intersection of SR-3 and SR-305. Located in Silverdale, Kitsap County, the park and ride will consist of 3.84 acres of industrial land. This park and ride will serve Central Kitsap County and the SR 3/305 corridor.	\$1,100,200	\$2,000,000	Mobility/Congestion Improvements
Kitsap Transit	Port Orchard Intermodal Terminal Phase 1 and Phase 2	Prepare preliminary engineering and construct a transit center for the private passenger ferry that connects Port Orchard and Bremerton. The transit transfer will be integrated with the passenger ferry terminal, includes stalls for transit vehicles, and a covered walkway between passenger ferry terminal and downtown Port Orchard.	\$450,000	\$3,602,005	Mobility/Congestion Improvements
Kitsap Transit	Purchase of Small Buses	Purchase of approximately 67 small diesel buses over a 5 year bid.	\$48,000	\$12,432,079	Preservation
Kitsap Transit	Small Passenger - Only Vessels	Lease vessels with an option to purchase 20 (with option for more) ferry vessels with a low wake design for Kingston, Port Orchard, Bremerton and Southworth. Complete the POF plan for Kitsap and launch in a programmatic Environmental Impact Report with a concerted public involvement process. Design and construct prototype vessel as a result of wake research.	\$1,140,000	\$27,000,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kitsap Transit	SR 305 Olhava Park & Ride	Development of an approximately 300 stall park and ride at the intersection of SR-3 and SR-305. Located in Poulsbo, Kitsap County the park and ride will consist of 5.5 acres within the Olhava Master Plan Development. This park and ride will serve as a regional terminus for the SR-305 Corridor.	\$600,000	\$2,000,000	Mobility/Congestion Improvements
Kitsap Transit	SR-305 Corridor Plan	Develop long range rapid transit preferred alternative for the SR-305 corridor.	\$250,000	\$289,017	ITS/Efficiency, Mobility/Congestion Improvements
Lake Forest Park	NE 178th Street Roundabout at Brookside Blvd. NE	This project installs a traffic roundabout at the intersection of streets with functional classifications of minor arterial and collector. Scope of work includes curb, gutter, sidewalk and pedestrian crossing across intersection legs as appropriate.	\$360,000	\$420,000	Safety
Lake Forest Park	SR 522 Multimodal Corridor Project	This project will install a traffic signal and crosswalk at NE 153rd Street, widen eastbound SR-522 at NE 153rd Street to build a new transit stop, and replace the two-way left-turn lane with a raised median to restrict left turns and provide u-turns where needed.	\$300,000	\$6,375,000	Safety
Lakewood	Bridgeport Way Sidewalks	Purchase right-of-way and construct up to 24,000 lineal feet of curb, gutter and six foot wide sidewalk in a high-density commercial and residential area.	\$874,110	\$2,638,388	Safety, Mobility/Congestion Improvements
Lakewood	Bridgeport Way SW Sidewalks Phase 4	Prepare design, purchase right-of-way and construct up to 10,560 lineal feet of curb, gutter, and 6-foot sidewalk in a high density commercial and residential area.	\$851,824	\$1,700,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Lakewood	Gravelly Lake Drive Overlay	Overlay Gravelly Lake Drive SW with hot mix asphalt (HMA) (2" minimum). Plane pavement as required to tie into limits and preserve curb exposure. Modify existing curb ramps and driveways to current ADA accessibility standards.	\$761,200	\$880,000	Preservation
Lakewood	Lakewood Regional Commuter Rail Station / Park and Ride	Project will provide intermodal improvements including curb, gutter, sidewalk, bicycle lanes, illumination, signalization, landscaping, storm drainage, and full ACP overlay.	\$3,045,875	\$5,070,000	Preservation, Mobility/Congestion Improvements
Lakewood	Pacific Highway SW Overlay	Construct asphalt concrete pavement overlay along Pacific Highway SW/South Tacoma Way SW from 108th Street SW to State Route 512. In addition, the sidewalk and curb ramps at intersections within the project limits will be reconstructed to meet current ADA requirements.	\$317,455	\$367,000	Preservation
Lynnwood	Olympic View Drive from 168th to 76th Avenue West	This project will provide 14' moving lanes, space for bicycle use (Class 3 Bikeway), replacement of two-four foot asphalt walkway with 5.5-foot curbed sidewalks, and a traffic signal at Olympic View Drive and 176th St SW.	\$1,747,000	\$8,052,000	Mobility/Congestion Improvements, Safety
Marysville	Ash Avenue Park & Ride Expansion	Expand park and ride to add 150 parking stalls, a pedestrian waiting area, shelter, bus pull-out, sidewalk, lighting and landscaping.	\$161,250	\$1,185,000	Mobility/Congestion Improvements
Marysville	State Avenue: 136th to 152nd	The project will widen the existing 2-lane roadway to a 5-lane roadway with curb, gutter, sidewalk, and planter strip.	\$2,014,000	\$7,033,000	Safety, Mobility/Congestion Improvements
Marysville	State Avenue: 1st Street NE to Grove Street	Project will widen State Avenue, from an existing 5 lane substandard 50-foot width to a standard 5 lane 58-foot width. The project will construct 7-foot sidewalks on both sides.	\$114,000	\$2,935,000	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Mercer Island	Arterial Pavement Maintenance Program	Resurface of City's arterial streets to extend the useful life of Island Crest Way and provide improved pedestrian and bicycle facilities.	\$217,310	\$267,273	Preservation
Mercer Island	Island Crest Way Reconstruction Project from I-90 to SE 40th Street	This project will provide street, curb and sidewalk repairs; drainage system repairs; and resurfacing of the four-lane roadway.	\$262,889	\$303,918	Preservation, Safety
Mercer Island	SE 24th Street Project	The project includes minor widening of the paved roadway section to allow for delineated parking in designated locations. The widening wil also incorporate non-motorized improvements.	\$50,358	\$60,358	Safety, Mobility/Congestion Improvements
Mill Creek	Dumas Road Widening	Minor widening to provide a center turn lane that will provide left turn protection. Where left turns are not needed, safe, landscaped traffic safety islands will provide restriction on left turns and improve traffic flows. Lighting, meandering, off-street paths and sidewalks will be provided for nonmotorized commuters between McCollum Park Park and Ride and SR-527. One signal is planned on Dumas Road as part of new development.	\$641,072	\$1,250,000	Safety
Milton	Milton Way Overlay (20th Street to Porter Way)	The project consists of an asphalt overlay of the existing Milton Way roadway from 20th Street to Porter Way. Because the area of previous widening, beyond the original 18-foot wide concrete roadway, has deteriorated significantly, some grinding, subgrad	\$388,600	\$449,252	Preservation
Newcastle	Coal Creek Parkway, Phase I	The project is a major widening of Coal Creek Parkway, providing 4 lanes with left turn lanes or landscaped medians, bike lanes and sidewalks. All major intersections will be signalized and interconnected.	\$95,129	\$45,669,065	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Newcastle	Coal Creek Parkway: Phases 1, 2, & 3	The project is a major widening of Coal Creek Parkway, a significant urban corridor. The completed project will have 4 lanes with left turn lanes or landscaped medians, bike lanes and sidewalks. All major intersections will be signalized and interconnected.	\$1,286,823	\$45,669,065	Mobility/Congestion Improvements
Normandy Park	1st Avenue South Enhancement, Phase II	The project will provide sidewalks, bicycle lanes, medians, left-turn pockets, some two-way left-turn lanes, pedestrian refuges, curb, gutter, drainage improvements, landscaping and undergrounding of utilities between the City's commercial centers and through the densest multi-family areas.	\$123,342	\$3,000,000	Metropolitan Transportation System Missing Links
North Bend	Cedar Falls Way Intersection Roundabout Improvement	The project includes demolition of existing roadway infrastructure and installation of a single lane traffic Roundabout. Project also includes realignment of street approach and construction of curbs, gutters, a multi use concrete path, curb and apron for truck turn movements and enhanced pedestrian crosswalk.	\$157,767	\$1,146,733	Freight Mobility, Safety
North Bend	North Bend Park and Ride Intersection Improvement	Intersection project to provide access to a new Park and Ride lot in North Bend. The existing two lane pavement will be widened to three lanes and channelized to provide a two way left turn and protected turns at the intersection. New pedestrian sidewalks and bicycle lanes will be constructed on both sides of the roadway.	\$305,334	\$345,334	Mobility/Congestion Improvements
North Bend	Tanner Trail Phase 2	Appraise 3300 l.f. of abandoned Burlington Northern railroad right of way for use as a pedestrian/bicycle trail.	\$9,046	\$202,412	Corridor Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Orting	Calistoga St West Corridor Study	The City's long range transportation plan identified the need to study the Calistoga corridor to determine what improvements are necessary to accommodate vehicular and non-motorized travel in 2030. The study includes analyzing intersection operations at SR 162, as well as the intersection of the "Southwest Connector," a planned new route intended to intersect Calistoga west of Kansas Street.	\$64,875	\$75,000	Mobility/Congestion Improvements
Orting	SR-162: Rechannelization and Streetscape Project - Calistoga Street to Bridge Street	The project involves rechannelization of SR-162 between Calistoga Street and Bridge Street, replacing approx 1,100 linear feet of sidewalks, installation of 20 ornamental street lights, landscaping, and rechannelization of SR 162 to provide left turn pockets.	\$750,000	\$972,000	Safety, Mobility/Congestion Improvements
Pacific	Ellingson Road / Skinner Road - Sidewalks and Widening	This project fills a gap in the sidewalk network along 1,100 feet of Ellingson Road and will construct 1,600 feet of new sidewalks and street repaving along Skinner Road.	\$36,969	\$158,805	Metropolitan Transportation System Missing Links
Pacific	Stewart Road (formerly 8th Street SE) Road Improvements	This project will widen the existing 2-lane roadway to a continuous 4-lane roadway with a two-way left turn lane. Improvements include a new signal at Thornton Avenue, upgrade of the existing signal at Valentine Road, signal interconnect, a 10-foot separated multi-use trail on the north side, a 5-foot sidewalk on the south side and 10-foot bicycle lanes.	\$250,000	\$10,527,140	Mobility/Congestion Improvements
Pierce County	288th Street Asphalt Overlay	The project will rehabilitate and resurface the deteriorating roadway pavement and reconstruct existing gravel shoulders on 288th Street East/South from 8th Avenue E to the Roy City Limits.	\$828,461	\$1,128,500	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Pierce County	Anderson Island Ferry Park & Ride - - AC	Construct an additional vehicle holding lane and a dedicated walk-on passenger parking area by constructing a separate Ferry Park and Ride lot adjacent to the ferry loading facility.	\$8,645	\$249,625	Mobility/Congestion Improvements
Pierce County	Canyon Road East - 96 Street E to 72 Street E	The project will widen the existing two lane facility to a five lane facility with a center turning lane, curb, gutter and sidewalks. The project will improve the intersections and modify the traffic signals at 72nd Street East, 84th Street East, and 96th Street East.	\$760,000	\$15,577,000	Mobility/Congestion Improvements
Pierce County	Canyon Road Northerly Extension	Prepare design toward construction of an extension of Canyon Road East from 52nd Street East to 70th Avenue East. Work includes a new 4-to-5 lane limited access arterial with paved shoulders and/or sidewalks, a new intersection with SR-167 at River Road, and a new bridge over the Puyallup River to replace the existing 66th Avenue Bridge.	\$300,000	\$27,000,000	Mobility/Congestion Improvements
Pierce County	Countywide 3R Program (Rural Area)	This project will rehabilitate and resurface deteriorating roadway pavement and reconstruct existing gravel shoulders on various roads outside the federal aid urban boundary in Pierce County.	\$766,160	\$1,900,000	Preservation
Pierce County	Countywide 3R Program (Urban Area)	This project will rehabilitate and resurface deteriorating roadway pavements and pave existing gravel shoulders on various roads within the federal aid urban boundary in Pierce County.	\$344,917	\$547,990	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Pierce County	Cross Base Highway / SR-704 (tasks by Pierce County)	State Route (SR) 704 (Cross Base Highway) is a proposed limited access highway that will link mid-Pierce County with I-5. The project's termini are a new I-5 interchange near the present I-5/Thorne Lane Interchange (Exit 123) in the City of Lakewood and the intersection of SR 7 and 176th Street South. The proposed roadway will provide 2 traffic lanes in each direction and the alignment, 6 miles in length, is located approximately along the common boundary of Fort Lewis Army Base and McChord Air Force Base. The project also includes signalized intersections.	\$2,500,000	\$13,970,000	Freight Mobility/Congestion Improvements
Pierce County	Fox Island Bridge #26211-A	The seismic retrofit project for the Fox Island Bridge will require a seismic analysis of the existing structure. Based on the results of that analysis, a seismic retrofit design would be achieved.	\$34,000	\$692,200	Preservation
Pierce County	Puyallup River Trail: 54th Avenue to 66th Avenue East	Prepare design and acquire land for the eventual construction of this 1.7 mile segment of the overall 10 mile Puyallup River Trail.	\$94,872	\$404,585	Mobility/Congestion Improvements
Pierce County	Spanaway Loop Road South Extension (vicinity Coffee Creek to SR-7)	Widen, realign, and extend Spanaway Loop Road in a southerly and easterly direction from Coffee Creek to SR-7 to provide a 3 lane roadway.	\$810,416	\$2,480,000	Mobility/Congestion Improvements
Pierce Transit	Pierce Transit Expansion Buses	This projects funds expansion buses (CNG) for Pierce Transit.	\$390,600	\$10,953,944	Mobility/Congestion Improvements
Port of Bremerton	South Kitsap Industrial Area (SKIA) County Arterial - Phase 1	This project consists of preliminary engineering, engineering and design of the first segment of the cross-SKIA rural major collector beginning at the revised SR 3 Access Point (MP31.48) extending through the northern portions of the South Kitsap Industrial Area terminating at Old Clifton Road.	\$269,800	\$6,800,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Port of Bremerton	South Kitsap Industrial Area Access Study to/from State Route 3	This project consists of planning and preliminary engineering of access to and from SR-3 southwest of Gorst, to the northern portions of the South Kitsap Industrial Area.	\$100,000	\$150,000	Mobility/Congestion Improvements
Port of Seattle	E. Marginal Way Overpass Ramps	Construct a grade separation near East Marginal Way to improve access among Port terminals, Union Pacific and Burlington Northern Santa Fe intermodal rail yards, and Duwamish manufacturers and distribution warehouses. This project will remove at-grade rail conflicts at West Seattle lead tracks.	\$2,609,500	\$33,470,000	Freight Mobility, Mobility/Congestion Improvements
Port of Tacoma	Lincoln Avenue (Grade Separation)	This project will construct a five-lane overpass on Lincoln Avenue from Thorne Road to Marc Avenue for a total length of 3,000 feet. The completion of the Lincoln Avenue Overpass will allow for the unimpeded movement of vehicles and trains that move freight and goods in the Port of Tacoma. The overpass will allow rail-switching activity to take place without compromising over the road freight movements between Port Terminals and other businesses in the Puget Sound Region and beyond.	\$5,000,000	\$42,500,000	Freight Mobility
Port Orchard	Bay Street Seawall	The City will construct a seawall along the seaward side of Bay Street . This rock wall is needed to stabilize the exposed roadway shoulder that dropped steeply into the existing shoreline below. The new construction will mitigate a safety hazard at this location.	\$150,000	\$234,770	Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Port Orchard	Cedar Heights Jr. High School Sidewalk	Complete the Pottery Avenue sidewalk to Cedar Heights Junior High School. The project consists of 700 feet of six-foot wide concrete sidewalk, curb, gutter, and necessary drainage improvements.	\$129,750	\$150,000	Safety, Metropolitan Transportation System Missing Links
Port Orchard	Port Orchard Boulevard	The proposed project will complete the Port Orchard Boulevard, reducing the four lanes to three. The remaining twelve feet of surface will be separated from the roadway with an extruded curb for the full length of the road.	\$100,000	\$681,000	Safety
Port Orchard	Tremont Street Widening (SR-16 to Port Orchard Boulevard)	The funding will provide for the PS&E and partial right of way acquisition for widening Tremont Street from 2 to 4 lanes. The project also includes concrete sidewalks on both sides, curbs and gutters, the necessary drainage improvements, street lighting enhancements, and intersection improvements.	\$1,386,896	\$2,700,000	Safety, Mobility/Congestion Improvements
Poulsbo	Lincoln/Caldart Ave. Signal	Currently this intersection is a two-way stop controlled intersection. It operates at LOS "F" . The proposed Traffic Signal and Intersection Improvements will provide safe and efficient traffic circulation. The major elements of the project are: traffic signal, turning lanes and sidewalk along northbound leg of this intersection.	\$200,000	\$400,000	Safety
Poulsbo	Anderson Parkway Bulkhead & Bike/Ped. Path	The Port of Poulsbo & the City of Poulsbo will prepare preliminary engineering plans, permit applications and grant applications for construction of a new bulkhead and breakwater, pier extension and upland repairs at Anderson Parkway in downtown Poulsbo.	\$75,000	\$150,000	Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Poulsbo	Mesford Road Sidewalk, from Caldart Avenue to Megger Cir	The Project will install approximately 1,500 lf of sidewalk, curb, gutter and associated drainage improvements along the North Kitsap School Property within the Mesford Road Right of Way.	\$100,000	\$180,000	Safety
Poulsbo	Viking Avenue Improvements, Phase II, Mc Donald to SR 305 & Phase III, Bovel Ln to SCL	Currently, Viking Avenue reduces its cross section to two lanes from five and htree lanes in these two sections. The project includes a continuous two-way left turn lane, bike lanes and sidewalks on both sides of the road.	\$200,000	\$250,000	Mobility/Congestion Improvements
PSRC	BNSF Corridor Preservation Technical Study--Issues, Options, Requirements	Examine the range of potential multimodal transportation uses for the BNSF 40+ mile, eastside corridor right-of-way. Conduct a detailed assessment of the feasibility and implications of preserving that right of way for public use.	\$470,000	\$800,000	Corridor Preservation
PSRC	Regional Passenger Only Ferry Study	The study will address a number of tasks designed to synthesize current efforts and information with a policy and market analysis that will help determine regional roles and develop a regional passenger-only ferry study.	\$200,000	\$250,000	Mobility/Congestion Improvements
PSRC	Regional Transportation Planning and Programming - 2003, 2004	Continue support for regional comprehensive planning and implementation programs addressing the federal, state and regional requirements for all transportation modes. T	\$1,000,000	\$1,156,069	Regional Planning
PSRC	Regional Transportation Planning and Programming - 2005, 2006	Continue support for regional comprehensive planning and implementation programs addressing the federal, state and regional requirements for all transportation modes. T	\$1,100,000	\$1,834,176	Regional Planning

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
PSRC	Rural Town Centers and Corridors Project - Phase 2	This will be a "pilot" program aimed at achieving greater compatibility and coordination of state highway and county arterial capacity needs with local comprehensive plans for rural jurisdictions in the four-county region.	\$100,000	\$111,561	Safety, Mobility/Congestion Improvements
PSRC	Rural Town Centers and Corridors-- Planning & Capital Program, 2006-2007	In cooperation with WSDOT, implement the Rural Town Centers and Corridors program, as established by PSRC in October 2003.	\$100,000	\$115,607	Safety, ITS/Efficiency, Mobility/Congestion Improvements
Puget Sound Regional Council	Regional Transportation Planning and Programming, 2008-2010	Continue support for regional comprehensive planning and implementation programs addressing the federal, state and regional requirements for all transportation modes.	\$1,605,000	\$6,130,491	Regional Planning
Puyallup	9th St SW Corridor Improvements, Phase 1	Improve the intersection of 9th Street and 39th Avenue with additional turn and thru lanes, bike lanes, sidewalk, handicap ramps, transit queue jumps (or transit pre-emption depending on right of way limitations) AND widen 9th Street SW from 39th Avenue SW to the city's current City Limits (43rd Avenue SW).	\$1,000,000	\$4,280,000	Safety, ITS/Efficiency, Mobility/Congestion Improvements
Redmond	Bear Creek Class I Bicyclist and Pedestrian Trail *	This project is the construction of a paved Class I trail. Specific scope of work elements include: Construction of a new 12-foot wide paved trail connecting the existing trail underpass at Union Hill Road and connecting to the existing sidewalks and bike lanes along Redmond Way.	\$466,770	\$539,618	Metropolitan Transportation System Missing Links
Redmond	East Lake Sammamish Parkway Improvements	(1) Remove & replace deteriorating pavement. (2) Construct & stripe bike lanes along both sides of East Lake Sammamish Parkway. (3) Interconnect signals. (4) Complete missing 400' gap in curb, gutter and sidewalk.	\$702,061	\$1,100,000	Safety, ITS/Efficiency, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Redmond	NE 36th St. Overpass across SR-520 Improvements	Overpass across SR-520 @ NE 36th St., three lanes, bike lanes, sidewalks, two traffic signals, interconnect with 156th Ave. NE signal system & connect to Redmond's TMC. This project is being coordinated with WSDOT.	\$1,971,080	\$22,000,000	Mobility/Congestion Improvements
Redmond	Redmond/PSE Trail Phase III Improvements	Design & construction of a paved bicycle trail from the Sammamish River Trail to SR-202. Elements include bridges, fencing, benches, landscaping, mitigation planting & a safe waiting area adjacent to SR-202.	\$164,000	\$960,000	Mobility/Congestion Improvements
Renton	Lake Washington Trail South Lake Connector	Project designs approximately 2,600 feet of 10 to 12-foot wide regional trail and overwater boardwalk, providing the missing transportation link between the Cedar River Trail and the Lake Washington Trail on Lake Washington's south shore.	\$900,000	\$5,000,000	Mobility/Congestion Improvements
Renton	Maple Valley Highway (SR-169) HOV Lanes and Queue Jump Improvements	Construct queue jumps and bypass lanes and provide transit priority signal improvements on Maple Valley Highway (SR 169) near I-405 northbound and southbound ramps and at 140th Way SE.	\$1,158,940	\$9,030,597	Mobility/Congestion Improvements
Renton	SR 167 HOV/SW 27th St HOV/Strander Blvd Connection	This project will extend Strander Boulevard in Tukwila to connect to SW 27th Street in Renton. It will establish a new east-west roadway on Strander Boulevard between West Valley Highway (SR-181) and Oakesdale Avenue SW, and widen the existing SW 27th Street between Oakesdale Avenue SW and East Valley Road.	\$745,563	\$47,000,000	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Renton	SW 27th Street / Strander Boulevard Connection	This project will extend Strander Boulevard in Tukwila to connect to SW 27th Street in Renton. It will establish a new east-west roadway on Strander Boulevard between West Valley Highway (SR-181) and Oakesdale Avenue SW, and widen the existing SW 27th Street between Oakesdale Avenue SW and East Valley Road. The 2006 funds are for the track relocation.	\$4,600,000	\$47,000,000	Mobility/Congestion Improvements
Sammamish	228th Ave/Issaquah-Pine Lake Road	Construct intersection traffic signal improvements to improve intersection operations and include a southbound right-turn drop lane and a west leg providing access to a transit bus stop; signal improvements will accommodate transit signal priority.	\$191,549	\$3,500,000	Safety
SeaTac	International Blvd Phase III	Accommodate a class IV bicycle lane and southbound lane possibly dedicated to HOVs to improve transit facilities, a landscaped traffic control median island with left and U turn movements facilities.	\$100,000	\$11,150,139	Mobility/Congestion Improvements
SeaTac	Military Road South Project	Major widening to construct a two-way left turn lane, with signal modifications, pavement upgrade and street lighting. Other improvements include the construction of bus shelters, bus pullouts, curbs, gutters, sidewalk, class III bicycle lanes, landscaping, storm drainage installation, channelization and underground of low-voltage utility lines.	\$549,829	\$9,900,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Seattle	35th Ave NE -NE 55 to NE 95 and, NE 65th St and NE 75th St.-Roosevelt Wy NE to NE 35th St.	The project area includes 3 streets. 23 signals will be upgraded and interconnected, each street will be resurfaced, curb bulbs will be installed, drainage and streetlighting will be upgraded, and additional landing pads at bus stops will be provided.	\$3,954,000	\$13,664,388	Preservation, ITS/Efficiency
Seattle	35th Avenue SW	Upgrade and interconnect 16 signals; surface and sidewalk repair, curb ramps, drainage and lighting; rebuild intersection of 35th SW and SW Morgan; and signal preemption for fire.	\$215,734	\$4,226,441	ITS/Efficiency, Preservation
Seattle	Arterial Asphalt and Concrete Programs	Ongoing City program of infrastructure preservation designed to rehabilitate a portion of Seattle's 1,984 lane miles of arterial asphalt streets and 400 lane miles of concrete streets each year.	\$3,913,272	\$6,000,000	Preservation
Seattle	Aurora Transit Express	This project will support a new level of express transit service in the Aurora Avenue North (SR-99) corridor by designing, preparing environmental documentation for, and beginning construction of capital improvements, and implementing a TDM program. The project includes pedestrian safety and access improvements, continuous transit lanes, bus zone amenities and a TDM program.	\$822,239	\$30,500,000	Mobility/Congestion Improvements
Seattle	Chief Sealth Trail	Construct 3.6 miles of multi-use, non-motorized, asphalt pathway within the right-of-way of a Seattle City Light transmission corridor; install 22 pedestrian crossings with wheelchair ramps, cross walk markings and bollards as appropriate.	\$243,780	\$8,569,000	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Seattle	Elliott Avenue West/15th Avenue West-Northwest	Project will install new signal controllers, fire pre-emption and interconnect the signals. Asphalt resurfacing, drainage and street lighting will be upgraded.	\$3,236,500	\$3,716,000	ITS/Efficiency
Seattle	Greenwood Ave N Corridor Improvement	Widen from an existing 4 lanes 40 ft to 5 lanes 55 ft. and include a center two-way-left turn lane. This improvement will include parking , curb, planting strip and concrete walkways on both sides of street which is a total improvement of the street right-of-way. Upgrade and interconnect two signals in project area. Upgrade street lighting, and drainage systems as needed.	\$1,400,000	\$4,343,000	Mobility/Congestion Improvements
Seattle	North Duwamish Intermodal Access Project	The project will purchase right-of-way for a replacement sidewalk and bicycle path, widen the roadway structure to standard 12' lanes, add shoulders on both sides of the roadway, change location of access ramps, install permanent median barrier, provide drainage improvements in South Spokane Street corridor, provide improvements to surface drainage below the existing viaduct and complete seismic improvements to the existing viaduct structure.	\$763,648	\$111,040,000	Freight Mobility, Mobility/Congestion Improvements
Seattle	Phinney, Fremont, 50th Street Improvements	Interconnect and upgrade fifteen signalized intersections, provide new traffic controllers, and add emergency vehicle preempt. Install curb ramps at various intersections with some sidewalk repair. Includes asphalt resurfacing and some concrete panel replacement. Street lighting and drainage will be upgraded as necessary.	\$652,000	\$4,243,000	Preservation, ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Seattle	S. Spokane St. Viaduct	Purchase right-of-way for a replacement sidewalk and bicycle path; widen the roadway structure to standard 12' lanes, add shoulders on both sides of the roadway; change location of access ramps to reduce problems with merging traffic; install permanent median barrier, provide drainage improvements in South Spokane Street corridor; provide improvements to surface drainage below the existing viaduct and complete seismic improvements to the existing viaduct structure. This project is one of the package of 15 "FAST Corridor" rail separation and port access projects.	\$11,500,000	\$111,040,000	Safety, Mobility/Congestion Improvements, Freight Mobility
Seattle	South Lake Union Mercer Corridor Improvements	Continued feasibility assessment, preliminary engineering, design, environmental and construction of a comprehensive South Lake Union transportation proposal, designed to improve access to/from Queen Anne/Seattle Center to/from I-5. Specific project elements under consideration include a Roy Street Underpass, reconstruction of the Valley/Fairview Intersection, as well as signal, signage, streetscape, and channelization changes throughout the corridor.	\$1,488,000	\$2,114,427	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Seattle	University Way Multimodal (The Ave)	This project will construct permanent street improvements along University Way NE, between approximately NE 50th Street and NE Pacific Street. Specific improvements include widening the sidewalks, street furniture, transit shelters, enhanced bus information signage, repairing the existing sidewalk surface, constructing sidewalk bulbs at intersections, upgrading lighting, constructing bus bulbs, and consolidating some bus stops.	\$3,074,665	\$6,600,000	Safety, Mobility/Congestion Improvements
Seattle	Urban Center Wayfinding Project	Prepare design toward implementing a downtown wayfinding system concept. The City's project is based on the following elements: vehicular and pedestrian directional signs, transit signage, information kiosks, neighborhood orientation maps, and street identification signs.	\$100,000	\$346,821	Safety, Mobility/Congestion Improvements
Shoreline	Aurora Ave N Multi-Modal Corridor Project (N 165th St to N 205th St)	This corridor improvement will include access management, sidewalks, pedestrian crossings, landscaping and urban amenities, intersection improvements, congestion reduction, and Business Access/Transit (BAT) lanes.	\$4,125,361	\$59,906,091	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Shoreline	Shoreline Interurban Trail Crossing (SR-99 and N. 155th)	The Interurban Trail begins on the west side of Aurora Avenue N. in the Seattle City light right of way. The balance of the Trail will then cross over Aurora at N. 155th to the east side, where it will remain in the transmission right-of-way from N. 155th through to N. 205th at the Snohomish County line and tie to the City of Edmonds trail system. To provide continuity and safety, a crossing is proposed to cross the Aurora Avenue (SR-99) right-of-way at the intersection of N. 155th and Aurora.	\$334,992	\$6,300,000	Metropolitan Transportation System Missing Links, Safety
Snohomish County	51st Avenue NE (Shoultes) / 122nd Place NE	Improve safety and mobility for vehicular, pedestrian and bicycle traffic along 51st Ave NE. The "T" intersection at 51st Ave NE and 122nd Place NE will be enhanced by installing signalization, adding 2 turn lanes and correcting the vertical curve deficiencies to improve sight distance visibility and meet a 40 mph design speed.	\$1,910,000	\$3,345,000	Safety, Mobility/Congestion Improvements
Snohomish County	Snohomish Countywide ITS Enhancement; Phase I	The Snohomish Countywide ITS Enhancement Project, includes three major project efforts that will increase mobility and reduce vehicle delay throughout the county: 1) Snohomish County ITS Strategic Plan; 2) Communications Plan; and 3) Traffic Surveillance System Expansion. The purpose is to maximize the functionality of the County's existing equipment and provide enhanced traffic control and traffic management capabilities with minimal additional investment.	\$650,000	\$850,000	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Snohomish County	SR-9: Operations Improvement Study	SR-9 Operations Improvement Plan will identify key project needs and priorities to relieve the bottlenecks and chokepoints impacting roadways along SR-9. WSDOT, Snohomish County, Community Transit, and four cities along the corridor will undergo focused and cooperative planning to develop strategies that support development of the regional economy.	\$155,250	\$130,000,000	Safety, ITS/Efficiency, Mobility/Congestion Improvements
Snoqualmie	Pedestrian Equestrian River Crossing / SR-202 Snoqualmie River Crossing	The project consists of constructing a bridge for non-motorized use across the Snoqualmie River.	\$29,499	\$1,880,000	Metropolitan Transportation System Missing Links
Stanwood	SR-532 / 72nd Avenue Intersection Improvements	This project consists of widening and adding turn pockets to the southbound and the westbound approaches at the intersection of SR-532 and 72nd Avenue, as well as curb, gutter and sidewalk radiuses.	\$380,750	\$876,300	Mobility/Congestion Improvements
Steilacoom	Rainier and Puyallup Street Improvements	This project will rehabilitate 0.52 miles of Rainier and Puyallup Streets, between Union Ave. and Steilacoom Blvd. The improved roadway will consist of two 12-foot travel lanes, curb and gutters on one side, sidewalk on one side, parking on one side and enhanced street lighting. The storm drain system will also be enhanced to meet the 2001 Ecology Manual.	\$200,000	\$1,565,000	Preservation, Mobility/Congestion Improvements
Sultan	SR-2: 5th Street Traffic Signal (additional design)	Construct a traffic signal at the intersection of US-2 and 5th Street in Sultan. The signal will be coordinated with a new signal at Old Owens Road (SUL-2) and will provide a "level of service" improvement from "F" to "B."	\$200,000	\$1,100,000	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Sultan	Sultan Basin Road & US-2 Realignment Phase III	Improvements consist of adding the final leg of the Sultan Basin Road Realignment to US-2, grading and fill, hot mix asphalt, curb and gutter, sidewalks, storm drainage and treatment, addition of traffic control signals and lighting, left turn lanes on US-2.	\$1,259,164	\$2,590,000	Mobility/Congestion Improvements, Safety
Sultan	US-2 Improvements, Vicinity Sultan Basin Road	Construct left turn channelization, bicycle/pedestrian facilities, improve access to the Park and Ride Lot and bus interface, by relocating the intersection to the east. The existing location has capacity deficient and documented WSDOT High Accident Corridor.	\$607,028	\$1,930,863	Safety
Sumner	Traffic/Fryar Ave and Main Street Intersection Improvements (Main St to Puyallup St)	This project will revise the signalization and channelization from the intersection of Traffic/Fryar Avenue and Main Street to Puyallup Street.	\$106,222	\$1,029,000	Mobility/Congestion Improvements
Sumner	Valley Avenue Improvements Phase III (Washington Street to Elm Street)	Completion of improvements to this corridor will include 5-foot-wide bicycle lanes, 5-foot sidewalks, and bus stop improvements. Additional improvements will include a new center left-turn lane, improvements to the existing stormwater collection system to remove standing water, and curb, gutters, and plant barrier.	\$1,706,645	\$1,973,000	Safety, Mobility/Congestion Improvements
Tacoma	Lincoln Ave (Portland Ave to Marc Ave)	The improvements to Lincoln Avenue will be a 2 inch asphalt overlay with some sections requiring base stabilization. The Lincoln Avenue Bridge will be improved with the design and rehabilitation of a new bridge deck, the inspection and repair of the bridge bearing devices, seismic restrainers at the bridge piers and abutments, and a pedestrian/bike path across the bridge.	\$2,703,090	\$3,125,307	Preservation, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Tacoma	Norpoint Way from 29th St. NE to 49th Ave. NE	Minor widening from 49th to 57th Avenues NE, to add continuous turning lane, bike lane and parking in each direction; upgrade of existing road and new road from 57th Avenue NE to 29th Street NE to provide a 3-lane section. A traffic signal will be constructed at Norpoint Way and 49th Avenue NE, and interconnected with an existing signal at Norpoint Way and 29th.	\$350,325	\$4,530,692	Mobility/Congestion Improvements
Tacoma	Pacific Avenue Safety and Mobility Improvement Project (S. 17th St. to S. 25th St.)	This project will complete the Design Engineering and the reconstruction phases of approximately 3100 ft of Pacific Avenue, complete the design and environmental phase of the Sounder passenger rail overcrossing on Pacific Ave. at S. 26th St, and install the electrical conduit for future "next bus" information technology.	\$3,759,865	\$4,077,559	Preservation, Mobility/Congestion Improvements
Tacoma	Pavement Management System Improvements and Integration.	This project will provide the necessary improvements to the City's Pavement Management System (PMS), including the purchase of a falling weight deflectometer for non-destructive pavement testing, integration of auto volume data and travel demand forecasts, updating of traffic data variables, and software upgrades to allow additional data fields.	\$325,000	\$375,722	ITS/Efficiency
Tacoma	Portland Avenue from East 28th St. to Fairbanks St.	A 2 to 3 inch asphalt overlay will be provided for the entire roadway surface. The existing mid-block pedestrian crosswalks will be re-painted after the overlay. Curb ramps will be constructed where required throughout the project.	\$432,500	\$500,000	Preservation, Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Tacoma	Portland Avenue Overlay (Fairbanks to E. 56th Street)	The project will provide a grindout and a two to three inch asphalt overlay for the entire roadway surface a distance of 8,544 feet. Base failures will be removed and new ballast placed where necessary. Existing pedestrian crossings will be repainted.	\$1,349,400	\$1,560,000	Preservation
Tacoma	South Tacoma Way, Pine St. to S. 38th St.	This project will provide an asphalt overlay and correct localized failures in the base material. Curb and gutter will be constructed in those sections where missing. The street will be restriped according to the existing channelization plan. Sidewalks, curb ramps, directional signage, and streetlights will be provided where necessary.	\$660,860	\$934,482	Preservation
Tacoma	Stadium Way	The project will reconstruct the roadway with new curb, gutter, sidewalk, and left turn pocket. The street will be widened to provide bike lanes and a combination of a continuous left turn lane and rain garden stormwater detention facility. The traffic signals will be upgraded to interconnect with the signal at Stadium Way and the I-705 offramp. The traffic signals at Division St. and Tacoma Ave. and also at the intersection of N. 1st St. and Tacoma Ave will be provided with vehicle detection loops. A midblock pedestrian signal will be installed near the LINK station that will include bulb outs and electronic activation. Bus stops will be improved to improve access and promote transit.	\$4,500,000	\$5,202,312	Preservation, Mobility/Congestion Improvements, ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Tacoma	Tacoma Tide Flats Fugitive Dust Program	This project will replace a dirt shoulders with a 3 inch asphalt shoulder throughout the City of Tacoma Tide Flats Area. Roadway shoulders have generated high amounts of fugitive dust due to the wind turbulence caused by heavy truck traffic.	\$86,362	\$1,727,066	Preservation
Tacoma	Tyler Street S. 38th St. to S. 56th St.	This project will reconstruct the street with curb gutter and sidewalk. The street will be improved to provide one 11-ft. vehicular lane and one 5-ft. class II bike lane in each direction, a 7 ft. combination sidewalk on each side of the street, a 10-ft wide continuous two-way left turn lane, signal interconnect, streetlights, a storm water collection system, landscaping and a bus shelter.	\$1,455,332	\$4,512,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Tukwila	57th Avenue South	Design and construct improvements on Southcenter Parkway from S 180th St to S 200th St that include reconstruction and widening to provide 2 through lanes in each direction, left turn lanes at intersections, roadway medians, two way turn lanes in some locations, curb and gutter, curb ramps, sidewalks, storm drainage, landscaping, signing, overhead utility undergrounding, illumination, traffic signals and interconnect.	\$200,000	\$26,952,000	Mobility/Congestion Improvements
Tukwila	Green River Valley Signal Coordination	Signal Coordination of the Green River Valley Coalition including Tukwila, Kent, Renton, King County and WSDOT. The project will implement, operate and enhance the arterial signals in the Green River Valley Area.	\$100,000	\$569,000	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Tukwila	Interurban Avenue South (S 143 St to Fort Dent Way)	Reconstruct and overlay the existing roadway and construct curb and gutter, drainage, sidewalk, landscaping, illumination, utility burying, channelization, signing, and signal interconnect.	\$395,707	\$457,465	Preservation
Tukwila	Tukwila International Boulevard - Phase 3	This project will complete a gap, maintaining the existing lane configuration with minor modifications. The center turn lane will be 12 feet wide, interior lanes will be 11 feet wide, and outside lanes will be 14 feet to accomodate shared vehicle / bicycle traffic. Curb and gutter with an 8 foot sidewalk will be constructed. Transit stops / pullouts will be improved, and signal interconnection included.	\$3,137,855	\$6,812,450	ITS/Efficiency, Mobility/Congestion Improvements
Tukwila	Tukwila International Boulevard Redevelopment Project	Street improvements that will provide two (2) through lanes in each direction, a center two-way left turn lane, left and right turn lanes at intersections, and bus pullouts. Other improvements will include curb and gutter, sidewalks, landscaping, drainage, curb ramps, signing, illumination, undergrounding of overhead utilities, traffic signal modifications, and interconnect.	\$220,296	\$10,163,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Tukwila	Tukwila Urban Center Access Improvement Project (Klickitat Drive & Southcenter Parkway)	Grade separated structure using a partial lid over Southcenter Parkway, removing left turn/through conflicting movements. Roadway will be widened on Southcenter Parkway, southbound lanes depressed under a lid structure accommodating both northbound and eastbound left turns with Klickitat Drive. Sidewalks will be included on the east side of the street. New signal control, including interconnect and TSP included at the Klickitat/Southcenter Parkway connection. New signal, including interconnect and TSP, at the SB on-ramp to SR-518/I-5 from Klickitat Drive.	\$3,000,000	\$17,418,000	Mobility/Congestion Improvements
University Place	Bridgeport Way (Cirque Drive to Steilacoom Blvd.)	The project will provide cement concrete curb and gutters, planterstrips, sidewalks, bicycle lanes and two way left turn lane with planted median at selected locations. The storm drain system will be modified as necessary, street lights will be provided for safety and signals relocated or rebuilt as needed. Transit shelters will be installed to encourage use of the transit system within the corridor.	\$2,261,203	\$2,900,000	Safety, Mobility/Congestion Improvements
Various Agencies in King Co.	King Co. Area Preservation Funds	These funds are for roadway preservation improvements in selected cities, towns and in unincorporated King County.	\$1,841,019	\$4,429,975	Preservation
Woodinville	124th Ave NE Improvements	Construct a minor widening of an existing 2-lane roadway to add left turn pockets, a sidewalk on one side and drainage improvements	\$147,461	\$996,000	Mobility/Congestion Improvements
Woodinville	Selected segments of NE 175th Street/140th Avenue NE Repairs	Rehabilitate and/or resurface street, curb, sidewalk and trees.	\$152,065	\$200,798	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Woodinville	SR-202 - Bottleneck Relief Project Phase 3 (NE 175th St. to 127th PL NE)	SR 202 Bottleneck Relief Project (BNRP) Phase 3 will widen SR202 and reconstruct the SR202/NE 175th St. intersection. The project will also provide new non-motorized facilities, i.e. sidewalks and trail access to Sammamish River Trail.	\$154,610	\$654,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Woodinville	SR-202/NE 127th Pl. Intersection Improvements	Install new traffic signal, regrading, alignment and geometric improvements, providing sidewalks, bike lanes, illumination and improvements to the BNRR crossing.	\$213,500	\$2,906,358	Mobility/Congestion Improvements
WSDOT	112th Street SE / Interstate 5 Bridge Widening	The 112th Street SE/Interstate 5 bridge-widening project involves the widening and enhancement of the existing two-lane bridges over I-5 to five lanes with curbs, gutters, sidewalks, and bike lanes.	\$2,500,000	\$9,720,374	Safety, Mobility/Congestion Improvements
WSDOT	I-90: Seattle to Mercer Island Two-Way Transit/HOV	This project will reconfigure the I-90 reversible roadway between Bellevue and Seattle to provide for an HOV lane in each direction instead of the existing one-direction at a time reversible configuration. The project includes early implementation components, including construction of a screen to protect bicyclists and pedestrians from roadway hazards and implementation of other safety measures needed to reduce the potential for accidents on the I-90 facility.	\$1,500,000	\$147,800,000	Safety, Metropolitan Transportation System Missing Links
WSDOT	Issaquah Valley Trolley Project running on 1-mile of track from Gilman Blvd. to Sunset Way	This project will restore a 1925 #519 Lisbon trolley car by converting it to standard gauge for current tracks. The restoration is to rebuild motors, electrical systems, compressors, controllers, brakes, valves, gears and roof to ensure the car's condition is comfortable and safe.	\$125,000	\$500,000	Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
WSDOT	Multi-Agency Pacific Highway South Redevelopment Project	Add lanes, transit signal priority, transit queue bypass lanes, transit or HOV lanes, bus stops, signal and intersection improvements, signal coordination, curb, gutter and sidewalk and other pedestrian items.	\$26,710	\$804,168	Mobility/Congestion Improvements
WSDOT	NE 128th Street/I-405 Overpass (116th Avenue NE to Totem Lake Boulevard)	The project includes: 1. NE 128th Street/I-405 Overpass – includes bus stops, two general purpose lanes, traffic signals, HOV lane, bike lane, and sidewalks, 2. I-405 Freeway HOV Direct Access Ramps – will be constructed inside the north and southbound lanes of I-405 up to the new NE 128th Street overpass and transit facilities.	\$944,734	\$60,000,000	Mobility/Congestion Improvements
WSDOT	Puget Sound Interagency Video and Data Network (Traffic Buster)	This project will upgrade the video and data network on I-5, I-90, I-405, SR-18, SR-167 & SR-520. The upgrade will permit the existing agencies to share video with each other as well as WSDOT. Eleven new agencies will be connected.	\$1,370,573	\$1,391,173	ITS/Efficiency
WSDOT	SR-305 Bond Road / SR-307 to Hostmark Road	The project includes construction of the following multi-modal improvements: two peak period HOV lanes, two general use lanes, turning lanes along SR-305 at intersections, turning pockets on Hostmark Road, Lincoln Road, Liberty Road and Bond Road (SR-307). The project also includes pedestrian, bicycle, and transit facilities.	\$3,200,000	\$18,050,000	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
WSDOT	SR-518: Corridor Improvements Phase I, Element 1	The project will consist of environmental work and design of a third eastbound lane on State Route 518. The new general-purpose lane will start at the North Airport Expressway or the SR-99 interchange (as an added lane) and continue to the I-5 / I-405 interchange, ending in a drop-lane ramp exit to I-5.	\$998,963	\$23,000,000	Safety, Mobility/Congestion Improvements
WSDOT	SR-531: Lakewood Schools Sidewalks	This project will add sidewalk on the south side of SR-531. This project will build a sidewalk through a small business district adjacent to 4 schools in the Lakewood school district.	\$200,000	\$513,823	Safety, Mobility/Congestion Improvements
WSDOT	SR-99: Lincoln Way Vicinity Pedestrian Enhancements	This project will connect MTS Missing Links of sidewalk.	\$372,000	\$934,840	Metropolitan Transportation System Missing Links
WSDOT	US-2: Snohomish & King Counties, Snohomish to Skykomish Corridor Study	This study will examine about 50 miles of the most urbanized portions of US-2, including a review of existing conditions, future operating conditions based on projected traffic growth and local land use plans, and will evaluate several alternatives to maximize mobility and safety.	\$100,000	\$615,000	Safety, Mobility/Congestion Improvements
WSDOT	WSDOT SR-169 Route-Development Plan / Corridor Study	This project will develop recommended short and long-term strategies for improving the existing and future safety and mobility on the SR-169 corridor, and develop recommended implementation process for this package of short/long-term strategies to move into project development.	\$163,682	\$114,311,000	Safety, Mobility/Congestion Improvements
			\$248,415,554	\$2,549,414,951	

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Auburn	Auburn/Pacific Trail	This project will construct a Class 1 trail between the cities of Auburn and Pacific. It will start in Auburn at 15th Street SW and end at the southern terminus of Skinner Road. Striping will be installed along 3rd Avenue SE in Pacific to connect a bike lane from where the trail ends at Skinner Road to the southern end of the Interurban Trail. The Class 1 trail will be approximately 2.05 miles and the striping portion will be 1.42 miles.	\$342,000	\$395,376	Metropolitan Transportation System Missing Links
Auburn	Intelligent Transportation System - Phase 1B (S 177th St. & Auburn Way N)	This project enables signals on Auburn's arterial street network to be remotely controlled from a Traffic Management Center, facilitating immediate response to changes in traffic conditions caused by factors such as rush hour volume fluctuations, accidents, and special event traffic. Cameras and fiber optic lines are installed along city arterials and connected to the Traffic Management Center.	\$290,000	\$2,826,917	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Bellevue	NE 24th St. Nonmotorized Improvements	The high priority East Segment (520 Trail crossing to 130th Avenue NE) Phase will construct curb, gutter and 6' sidewalks along the north edge; complete missing segments of the existing pathway along the south edge; install landscaped strips, planted medians, retaining walls, and improved street lighting where feasible; and construct 5' bike lanes on uphill segments, as necessary. Proposed improvements for the West Segment (Northup Way to the 520 Trail crossing) Phase include constructing a 10' multi-purpose path and a planting strip buffer along the south edge of the road.	\$1,000,000	\$4,664,060	Metropolitan Transportation System Missing Links
Bothell	City of Bothell Intelligent Transportation System (ITS)	The City of Bothell ITS Project will design and construct a Citywide system to manage traffic. The project will include communications to traffic signals, video surveillance, enhanced data collection, and implementation of a traffic management center facility. The four main elements of the project include the ITS Master Plan, Communications System Plan, Traffic Management Plan and Roadside Equipment Enhancements and Upgrades.	\$1,059,460	\$1,400,000	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Bothell	North Creek Trail	The project will include the completion of some MTS Missing Links to the North Creek Trail between 240th Street SE and State Route 524. The project will also include the construction of a pedestrian/bicycle bridge over North Creek, and improvements to the trail approaches and roadway crossings along the existing trail between NE 195th Street and the Snohomish/King County boundary.	\$1,536,000	\$5,498,000	Metropolitan Transportation System Missing Links
Bothell	North Creek Trail - Fitzgerald Road, Canyon Park Pedestrian Bridge	This project will construct a 10'-12' mixed-use path and a single-span mixed-use pedestrian/bicycle bridge over North Creek at 228th Street SE and Fitzgerald Road.	\$786,144	\$5,498,000	Metropolitan Transportation System Missing Links
Bothell	North Creek Trail - Section 1, Stage 1	The project will construct a missing trail segment on NE 195th Street between North Creek and the I-405/NE 195th Street Interchange in Bothell.	\$537,000	\$845,809	Metropolitan Transportation System Missing Links
Burien	4th Avenue SW Non-motorized Project	The project will complete a missing gap on the corridor by constructing 8-foot wide sidewalks, street lights, ADA ramps at intersections, and a Class 3 bicycle facility on the east side of 4th Avenue SW between SW 153rd Street and SW 156th Street.	\$122,000	\$1,227,385	Metropolitan Transportation System Missing Links
Burien	Ambaum Blvd SW & S/SW 156th St Pedestrian & Bicycle Enhancement Project	The project will reduce the existing four-lane configuration on the Ambaum Boulevard SW and South/SW 156th Street corridor, from SW 153rd Street to Des Moines Memorial Drive South, to provide two travel lanes, a center turn lane, and 5-foot bicycle lanes in each direction. The project will also complete MTS Missing Links in the sidewalk system and install ADA-compliant facilities.	\$600,000	\$1,200,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Community Transit	Terrace Station	Construct a multi-level parking structure on the lower-level of the existing Mountlake Terrace Park and Ride lot located at I-5 and 236th Street SW, to increase parking capacity from about 388 stalls to about 880 stalls once completed. Improvements include elevators, pedestrian walkways, landscaping, lighting, bicycle racks and security features.	\$2,000,000	\$15,817,133	Mobility/Congestion Improvements
Des Moines	Pacific Highway South Redevelopment Project (S. 216th Street to Kent-Des Moines Rd.)	Widen to seven lanes including HOV lanes for both directions and a 16 foot raised median. Other work includes installing curbs and gutters, sidewalks, water retention/detention systems, new signals, bus pullouts, and shelters, landscaping, and underground utilities; signal interconnect, driveway consolidation, access management, and transit system priority through the signalized intersections.	\$2,850,000	\$14,722,000	Safety, Mobility/Congestion Improvements
Edgewood	SR-161 Widening Project	The WSDOT is widening SR-161, a major north-south route, through Edgewood. Elements enhancing SR-161 to make nonmotorized transportation more feasible include a 10-foot wide multi use path, 4-foot planted buffer, curb and 4-foot shoulder. Planted medians will be located intermittently as a safety measure to prohibit continuous travel in a 2-way turn lane, and to provide hold/wait areas at crossings without signal lights.	\$1,233,823	\$7,124,725	Mobility/Congestion Improvements, Safety

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Edmonds	Edmonds Interurban Trail Project (228th Street SW to SR-104)	The project will complete the missing link of the of the Interurban Trail between King and Snohomish counties. The project will include two 5ft bike lanes from SR 104 to 239th Street. The project will construct two nonmotorized trail segment totalling over 2500 lf. The project will also feature the Lake Ballinger Station that will be located on 76th Avenue which will include bike lockers, transit stop, bicycle map and history kiosks.	\$250,000	\$1,065,000	Metropolitan Transportation System Missing Links
Everett	36th Street/BNSF Rail Line Crossing Improvements	This project involves the design of a non-motorized overcrossing of the at-grade BNSF rail line crossing of 36th Street just east of Smith Street in Everett. The design will also include the associated non-motorized improvements on 36th Street and Smith Street needed to connect the new overcrossing with existing nonmotorized facilities.	\$581,216	\$700,000	Metropolitan Transportation System Missing Links, Safety
Everett	Construction of Holly Drive Pedestrian/Bicycle Improvements	Construction of sidewalks and bike lanes on both sides of Holly Drive from Airport Road to 100th Street SW, including drainage improvements, wetland mitigation, and endangered species mitigation.	\$173,900	\$2,738,740	Safety, Mobility/Congestion Improvements
Everett	Holly Drive Non-motorized Improvements (92nd St to 4th Ave W)	This project will design curbs, gutters, sidewalks, bike lanes, and storm drainage improvements for this section of Holly Drive. Once constructed, these improvements will complete the missing link in the sidewalks and bike lanes along the Holly Drive corridor.	\$457,228	\$525,000	Metropolitan Transportation System Missing Links, Safety

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Everett	Terminal Ave. Pedestrian & Bicycle Improvements	Design/Construction of sidewalk, curbs, gutters along Terminal Ave between California St and Bond St. Widened sidewalk for pedestrian and bicycle travel on West side of Terminal Ave. Includes landscaping improvements.	\$40,000	funds subsequently returned	Safety, Mobility/Congestion Improvements
Everett	SR 99/Evergreen Way BRT Transit Signal Priority Improvements	Implement transit signal priority improvements along the SR 99/Evergreen Way corridor between Airport Road and Pacific Avenue/Everett Station. The project will install the necessary traffic signal equipment along this 7.5 mile SWIFT Bus Rapid Transit route to enable buses to receive traffic signal priority at up to 10 traffic signals.	\$760,000	\$1,520,000	ITS/Efficiency
Federal Way	Pacific Highway South HOV lanes Phase 2	Reconstruct and widen portions of Pacific Highway South (SR-99) to provide a pair of HOV lanes, burying the overhead utilities, curb and gutter, medians, and sidewalks, modifying the existing traffic signal systems, channelization, illumination system, access control management and drainage system improvements.	\$2,850,000	\$48,200,000	Safety, Mobility/Congestion Improvements
Federal Way	Pacific Highway South HOV Lanes Phase III (Dash Point Road to S. 284th St.)	Reconstruct and widen portions of Pacific Highway South (SR-99) between Dash Point Road and South 284th Street, to provide HOV lanes each direction, undergrounding the overhead utilities, curb and gutter, medians, and sidewalks, retaining walls, modifying the existing traffic signal system, channelization, illumination system, access control management and drainage system improvements.	\$4,315,633	\$19,000,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Issaquah	I-90 Trail: Issaquah - High Point Regional Trail Connector	Construct the missing regional/cross-state non-motorized, multiple-use trail link or gap between the Issaquah - High Point and East Lake Sammamish Regional Trails. This critical "missing link" is located between the new Sunset Interchange (Exit #18) and Gilman Blvd. in the City of Issaquah.	\$950,000	\$1,440,000	Metropolitan Transportation System Missing Links
Issaquah	Issaquah Advanced Traffic Management	Phased implementation of state of the art centralized traffic signal system, including implementation and design of the ITS elements identified in the to be completed Strategic Plan, installation of interconnect conduit and fiber optics, video surveillance cameras at critical intersections and related monitors/equipment, central ITS traffic signal computer system installation, replacement of outdated traffic signal controllers, and improved synchronizaton of traffic signals throughout City.	\$393,000	\$3,766,000	ITS/Efficiency
Issaquah	SR-900 Pedestrian/Non-Motorized Improvement	This project will construct a cantilevered multiple-use trail as part of the SR 900/I-90 Interchange Improvement Project. The extension of the proposed Cedar River - Lake Sammamish Regional Trail provides a non-motorized transportation corridor connection paralleling SR 900 over I-90, on the SR 900 Interchange, to the I-90/Sammamish Regional Trail, which parallels SE 56th Street/NE Sammamish Road, and which connects to the East Lake Sammamish Regional Trail.	\$1,000,000	\$4,500,000	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Kent	SR-99: Pacific Highway South HOV Lanes - South 252nd Street to South 272nd Street	Reconstruct and widen Pacific Highway South, providing a pair of HOV Lanes adjacent to the curb. The project will also include the installation of concrete curb, gutters, and 10-foot-wide pedestrian/bicycle sidewalks as well as improvements to the signal, illumination, and drainage systems.	\$674,726	\$10,385,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Kent	Urban Centers Transit Development Project: Kent TOD Access Project	The Kent TOD Access Project will construct non-motorized facilities to improve pedestrian and /or bicycle pathways, connections and amenities in the City's Designate Urban Center including the downtown core, in conjunction with construction of transit-oriented developments	\$402,225	\$500,000	Safety, Mobility/Congestion Improvements
King County	Burien Transit Oriented Development (TOD) Facility	This project will assist the City of Burien in meeting its employment and population growth targets. This project will assist in meeting the City's goals by constructing a 550-stall transit-oriented development (TOD) Facility that will occupy 50% less land than the present 385-stall park and ride surface lot.	\$400,000	\$16,500,000	Mobility/Congestion Improvements
King County	Bus Replacement	Purchase new hybrid electric/diesel buses to replace existing buses that are at or beyond their retirement age.	\$2,954,079	\$14,928,000	Preservation
King County	Centers Ridership Development Project	This ridership development project would provide funding to implement programs which reduce the number of cars on the transportation system and increase transit use to support growth in the major Regional Urban Centers in King County. The project may involve components such as ridership development, outreach, transit ridesharing promotional materials, and trip reduction incentives.	\$875,000	\$1,011,561	TDM/CTR

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
King County	Countywide Signal Program	Develop a Regional ITS Implementation Plan and provide improvements in various corridors including fiber optic interconnection of signals, installation of video cameras, installation of data stations, high-speed connections back to the King County Traffic Control Center and other control centers for remote signal operation, real time data collection and real time monitoring of the corridor.	\$776,885	\$3,000,000	ITS/Efficiency
King County	Enhancing Bicycle / Bus Linkages in King County	Install bike racks that carry three bicycles on Metro and Sound Transit buses serving East King County, in order to respond to the increasing demand for bicycle trips across the SR-520 corridor.	\$195,000	\$225,434	Metropolitan Transportation System Missing Links
King County	Hybrid Medium and Heavy Truck Acquisition	Medium- and heavy-duty hybrid trucks constitute the next phase of fuel-use and emissions reduction technology available for municipalities and fleet operators. These trucks in advance of current regulations achieve a 40-60% fuel use reduction, a 34-61% reduction in NOx and a 25-37% reduction in particulate matter. This project will assist local agencies with financing the cost difference of these hybrid vehicles over conventional diesel vehicles.	\$150,000	\$1,694,350	Efficiency

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
King County	Issaquah Highlands Park and Ride	Conduct a planning study, prepare design for the development of a new structured park and ride facility that will provide much needed additional parking capacity for commuters in the Issaquah and Sammamish Plateau. The new lot will have up to 1000 stalls, enhanced transit center and passenger waiting,boarding areas with amenities, bus platform and layover.	\$498,963	\$21,198,840	Mobility/Congestion Improvements
King County	King County Urban Centers Transit Development Project	Implement Transportation Systems Management (TSM) and Transit Oriented Development (TOD), including: in Urban Centers, a "Market-based" incentive program, trip reduction program for small employers, and ridesharing program with the ferry system; in Redmond, PE/Design phase for downtown transit access and pedestrian improvements; in Seattle, parking management strategies and HOV incentives; in Bellevue, incentive program for the non-commute market; and in Kent, TDM services to connect Sounder Train service with the employment center.	\$3,231,975	\$37,435,000	TDM/CTR
King County	Smart Growth Initiative - Developer Incentives	Project includes developer incentives including pass programs, developer TDM funds, flexcar, shared use parking, code development and other TDM measures in areas such as South Lake Union, Northgate, Bellevue, Downtown Seattle and other urban centers.	\$1,453,625	\$1,603,779	TDM/CTR

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
King County	Smart Growth Initiative - Redmond	The project includes pedestrian pathways, curb, gutter and sidewalks, signals, streetscape elements, way finding signs and street crossings to provide connections with the Redmond Transit Center.	\$314,350	\$625,000	Safety, Mobility/Congestion Improvements
King County	Bus Rapid Transit (BRT) Implementation	This project will address needs in up to six potential corridors including: Shoreline to Seattle along Aurora Avenue N; Ballard to downtown Seattle along 15th Ave W; West Seattle to downtown Seattle, with a possible extension to the University District; Bellevue to Redmond on NE 8th St and 156th Avenue NE; Federal Way to SeaTac along Pacific Highway S; and along N 8th and Logan Avenue in Renton. Improvements may include transit lanes, queue jumps at intersections, bus bulbs, transit signal priority and other Intelligent Transportation System (ITS) investments, new shelters and stations with improved lighting, bicycle amenities, and real-time rider information.	\$5,000,000	\$51,185,270	Mobility/Congestion Improvements
King County	Avondale Road ITS Project	The project will upgrade, interconnect and synchronize signals along Avondale Road between Novelty Hill Road and NE 132nd St. The project includes fiber connection throughout the corridor, cameras at major intersections and high accident locations, installation of volume count systems at key signalized intersections, and data collection stations at mid-block locations.	\$1,871,255	\$2,200,000	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Kirkland	116th Avenue NE Non-motorized Facilities Phase 1 (NE 60th Street to NE 67th Street)	This project will complete pedestrian and bicycle facilities along the 116th Avenue NE corridor from NE 60th Street to NE 67th Street in the Bridle Trails State Park area. When fully developed, it will connect the centers of the City of Kirkland with the City of Bellevue's nonmotorized facilities along 116th Avenue NE.	\$524,700	\$1,309,800	Metropolitan Transportation System Missing Links
Kirkland	116th Avenue NE Nonmotorized Facilities Phase II	Installation of pedestrian and bicycle facilities along the 116th Avenue NE corridor from NE 40th to NE 60th Street in the Bridle Trails State Park area, interconnecting multiple neighborhoods, schools, parks, the I-405 pedestrian bridge and a Metro Park-and-Ride. It also provides the final segment in fully connecting the urban centers of the City of Kirkland and the City of Bellevue, completing the non-motorized facilities along 116th Avenue NE.	\$275,000	\$1,755,000	Safety, Metropolitan Transportation System Missing Links
Lakewood	100th ST SW - Gravelly Lake Drive SW to 59th Avenue SW	Primary improvements will include curb, gutter and a grade separated 8 foot wide shared pedestrian and bicycle facility (sidewalk). These improvements will be constructed along both sides of 100th Street SW from Gravelly Lake Drive SW to 59th Avenue SW.	\$957,000	\$1,145,000	Metropolitan Transportation System Missing Links, Safety
Lynnwood	44th Ave. W. Interurban Trail & Bridge	This project will complete the "missing link" in Lynnwood's Interurban Trail by constructing a Class I bicycle/pedestrian trail and bridge over 44th Ave W and the southbound on-ramp to I-5, and a missing section of Interurban Trail.	\$1,750,000	\$2,937,500	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Lynnwood	Lynnwood ITS Transportation Management Center (TMC)	The project will create a permanent home for the multi-jurisdictional ITS Transportation Management Center (TMC) as well as adequate space for future expansions, integrations, and upgrades to ITS. It will support equipment and personnel necessary for daily operation of the ITS network of field devices and multi-jurisdictional administration.	\$700,000	\$5,637,214	ITS/Efficiency
Milton	Milton Interurban Trail Phase II	Develop portion of Interurban railway corridor trail for pedestrians and cyclists through the City of Milton. Construct a 10' 12' asphalt path w/graded surface shoulders for added pedestrian use. Includes minor storm drainage improvements, signage, benches, picnic tables and a shelter, landscaping of native plants, scenic overlook for view portion of trail, and environmental signage.	\$376,000	\$1,365,350	Metropolitan Transportation System Missing Links
Pierce County	Commute Options	The project includes Transportation Demand Management Services such as: Emergency Ride Home, Relax Rewards, Summit Awards, web site maintenance, support for a walk/bike promotion or other similar programs that will promote the use of commute options other than driving alone.	\$375,000	\$433,527	TDM/CTR
Pierce County	Continuation of Countywide CTR Enhancement Programs	This project will target employers affected under Washington's Commute Trip Reduction (CTR) law, neighboring employment sites, branch sites in other counties and the community. Current and proposed programs/services will be evaluated for effectiveness, simplification and ability for expansion at the new worksites.	\$133,550	\$498,903	TDM/CTR

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Pierce Transit	Downtown Tacoma Intelligent Traffic Control Project	Design and implement a comprehensive intelligent signal upgrade project for Downtown Tacoma. The project area consists of 6 square miles bounded by Sprague Avenue on the west, Division Avenue on the north, I-5 on the south and I-705 on the east. The project will improve traffic and transit flow in downtown Tacoma.	\$2,556,000	\$3,256,000	ITS/Efficiency
Pierce Transit	Expansion Buses	This projects funds expansion buses (CNG) for Pierce Transit.	\$2,256,354	\$10,953,944	Mobility/Congestion Improvements
Pierce Transit	Lakewood Station Connection	In partnership with the City of Lakewood, conduct design and environmental review for facilities that will provide cross-track access to the Lakewood Sounder Station. This will likely include a pedestrian crossing of the railroad tracks, bus stop facilities, a bus turn-around facility at the end of Kendrick Street, and transit related street improvements.	\$400,000	\$8,000,000	Mobility/Congestion Improvements, Safety
Pierce Transit	Pierce Transit Vanpool Vans	Purchase of replacement vanpool vans. These vans will be replacing vans that have reached useful life and need to be retired.	\$1,735,826	\$1,794,178	Preservation
Pierce Transit	Replacement Buses 2002	This project provides for approximately 6 replacement coaches.	\$326,000	\$42,500,000	Preservation
Port of Seattle	Duwamish Trail Link	Complete the last 0.6-mile stretch of the Duwamish Trail, modify traffic lanes on West Marginal Way SW, relocate utilities as needed, install storm drainage controls and install irrigated landscaping.	\$400,000	\$1,308,500	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Port of Seattle	Radio Frequency Identification to Increase Freight Efficiency and Reduce Emissions	Selected high volume diesel trucks will be RFID-equipped. The RFID tag will contain data related to the truck license, company and driver. This data will be captured by RFID readers at the entrance to the queuing area and at key points on terminals to track the cargo movements. This will expedite truck processing and increase velocity of trucks through the terminal, minimizing idling time and congestion on terminals and adjacent roadways.	\$450,000	\$766,950	Efficiency
Redmond	Overlake to Downtown Redmond Corridor ITS Improvements	This project interconnects & synchronizes the traffic signals on the 2.8 mile corridor from the Overlake Manufacturing Center to Downtown Redmond (along NE 40th St., Bellevue Redmond Road, West Lake Sammamish Parkway NE & Leary Way). The project upgrades traffic signal controller equipment to a modern specification.	\$346,006	\$1,985,000	ITS/Efficiency
SeaTac	West Side Trail	The non-motorized trail will be located from the existing southern terminus of the Westside Trail in North SeaTac Park, through Sunset park, and then will parallel Des Moines Memorial Drive ending at S. 156th Street. It will connect to the existing Burien bicycle lanes to the west and to bike lanes being constructed by the Port of Seattle on the east. Improvements will include a 10-footpaved trail, landscaping, drainage features, and signing and striping.	\$1,012,000	\$1,500,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Seattle	Aurora Transit Express	This project will support a new level of express transit service in the Aurora Avenue North (SR-99) corridor by designing, preparing environmental documentation for, and beginning construction of capital improvements, and implementing a TDM program. The goal is to provide frequent, limited stop service with real-time bus information along the corridor. The project includes pedestrian safety and access improvements, continuous transit lanes, bus zone amenities, and a TDM program.	\$7,698,009	\$30,500,000	Mobility/Congestion Improvements
Seattle	Burke Gilman Trail Extension (BGT): NW 60th St. to Golden Gardens	This project will complete construction of the western terminus of the Burke-Gilman Trail. This trail will be located along the east side of Seaview Avenue Northwest from Northwest 60th Street to Golden Gardens Park.	\$680,000	\$3,990,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Seattle	Northgate TSM Improvements	Design and construct new wide sidewalks, traffic medians to consolidate private property access, and new crosswalks to improve transit speed and reliability in the corridor, accommodate future transit capacity, and improve pedestrian access in the corridor.	\$1,306,500	\$2,508,000	ITS/Efficiency
Seattle	Seattle TDM Project	The project will design and implement Transportation Demand Management (TDM) and parking management strategies in First Hill, Capitol Hill, International District, Pioneer Square, SOS, South Lake Union, Denny Traingle and Queen Anne.	\$359,800	\$473,757	TDM/CTR

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Seattle	Ship Canal Trail, Phase II	Prepare design and complete final construction of a multi-use trail located along the south side of the Ship Canal from the Fremont Bridge to just west of the Ballard Bridge. Project completes the final link in a regional trail system that makes it possible to bicycle from Redmond to downtown Seattle.	\$680,000	\$8,440,000	Metropolitan Transportation System Missing Links
Seattle	Thomas Street Pedestrian Overpass	This project will construct a pedestrian overpass across the Burlington Northern Santa Fe railroad tracks between Elliott Avenue West and the Elliott Bay Trail at West Thomas Street. The overpass is a link in the regional trail system that connects the Elliot Bay Trail to the Uptown Urban Center and the South Lake Union Urban Village.	\$1,350,000	\$4,277,527	Metropolitan Transportation System Missing Links
Shoreline	Shoreline Interurban Trail Crossing (SR-99 and N. 155th)	The Trail begins on the west side of Aurora Avenue N. in the Seattle City light right of way and will then cross over Aurora at N. 155th to the east side. To provide continuity and safety, a crossing is proposed to cross the Aurora Avenue (SR-99) right-of-way at the intersection of N. 155th and Aurora.	\$1,078,060	\$6,300,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Snohomish	Centennial Trail (Southern terminus of existing Centennial Trail to southern City Limits)	This project will fund right of way (ROW) acquisition of the Burlington Northern Santa Fe (BNSF) Railway route, now being abandoned, that extends from the current terminus of the Centennial Trail, (located at Pine Ave. and Maple Ave.,) to the Snohomish River. The proposed abandonment is just under one mile in length.	\$450,000	\$1,681,000	Corridor Preservation

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Snohomish County	Lowell-Snohomish River Road Nonmotorized Trail	This project will complete a 1.1 mile missing segment of the Lowell-Snohomish River Road Trail, and will provide connection to the cities of Everett and Snohomish. The project will construct four-foot bicycle lanes with drainage facilities.	\$1,119,830	\$2,248,078	Metropolitan Transportation System Missing Links
Sound Transit	Commuter Rail Project - Seattle/Everett	Design and construct facilities and equipment (including track and signals and pedestrian/bicycle facilities) for commuter rail, between Seattle and Everett, on 35 miles of existing track, with four stations. Station locations include: Everett Station (Everett Multimodal Facility), Mukilteo Station (near the existing Mukilteo ferry terminal), Edmonds Station (existing Edmonds Amtrak station), Seattle (King St Station).	\$11,400,000	\$266,000,000	Mobility/Congestion Improvements
Sound Transit	Commuter Rail Project - Tacoma/Lakewood	Implementation of commuter rail service between Tacoma and Lakewood, through design and construction of facilities and equipment (including track and signal) on 7 miles of track and three stations with parking, bus/transfer, pedestrian and bicycle facilities and maintenance/storage/layover.	\$9,000,000	\$136,000,000	Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Sound Transit	I-5 Mountlake Terrace Commuter Parking/Freeway Station	Construct a median transit flyer stop on I-5 and pedestrian connections adjacent to the existing Mountlake Terrace park and ride.	\$91,298	\$3,700,000	Mobility/Congestion Improvements
Sound Transit	Mukilteo Multimodal Terminal & Commuter Rail Pedestrian Connections	Construction of a pedestrian bridge at the Mukilteo Commuter Rail Station linking two commuter rail platforms located on either side of the BSNF tracks with the Sounder Commuter Rail Station.	\$414,351	\$152,000,000	Safety, Mobility/Congestion Improvements, Metropolitan Transportation System Missing Links
Sound Transit	S Everett P& R/ HOV Access Improvements @ 112th	Design and construct a park and ride lot, bus flyer stop and HOV access improvements between I-5 @ 112th Street SE in Everett.	\$2,000,000	\$26,000,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Sound Transit	University Link (45th to CPS)	Purchase right of way for the Capitol Hill and University of Washington Stations as part of the University Link light rail project.	\$9,000,000	\$1,500,000,000	Mobility/Congestion Improvements
Sumner	Fryar Ave./Main Street Intersection Improvements	This project will revise the signalization and channelization from the intersection of Traffic/Fryar Avenue and Main Street to Puyallup Street. Sidewalk will be added to fill in the existing gaps along the west side of Traffic Ave. to complete the pedestrian connections, and bike lanes will be provided.	\$495,229	\$2,119,000	Mobility/Congestion Improvements
Tacoma	2004 Hazardous Sidewalk Program	Replace as much hazardous sidewalk as possible to maintain system continuity. Curb ramps will be constructed at curb ramps with participating property owners.	\$425,000	\$500,000	Preservation, Safety
Tacoma	2008 Sidewalk Reconstruction Project	This project will reconstruct as much unfit or unsafe existing sidewalk as possible to maintain system continuity. Where street corners have been identified as having unfit or unsafe sidewalk, curb ramps shall be constructed.	\$674,700	\$780,000	Preservation, Safety
Tacoma	Hazardous Sidewalk Program 2002	This project will remove and replace hazardous sidewalks throughout the Tacoma city limits.	\$346,000	\$400,000	Safety
Tacoma	Link Light Rail Pedestrian Improvements in Downtown Tacoma	Provide pedestrian improvements (sidewalk improvements, streetlighting, street trees, crosswalks, and curb bulbs) along portions of Pacific Avenue, Commerce Street, South 9th, South 13th, and South 15th Streets leading to the LINK light rail stations in downtown Tacoma.	\$959,333	\$1,159,055	Safety, Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Tacoma	Phase II - Thea Foss Waterway Public Esplanade - Alber's Mill Site	Link Phase I of the project and the I-705 pedestrian bridge to the light rail station. The project enhances the pedestrian circulation and public access to the City's urban waterfront. The Alber's Mill Site will include in excess of 60,000 sf of walkway, paths, a public pier, 30 transient moorage slips and landscaping linking to the Phase 1 Esplanade on the Int'l Glass Museum site. The project will serve bicycles as well as pedestrians.	\$1,141,300	\$1,450,000	Mobility/Congestion Improvements
Tacoma	Tacoma Rail Mountain Division	Rehabilitate and upgrade 20 miles of Tacoma Rail Mountain Division track between Frederickson and Eatonville. The increased rail capacity will allow the rail to move gravel and forest products that would otherwise use local highways. It is estimated the rail will save 1,000 truck trips per month from local highways.	\$245,875	\$384,000	Preservation
Tacoma	Thea Foss Waterway Esplanade - Site 1	Construct 800 ft. extension to existing Esplanade. Elements will include 60,000 s.f. of pedestrian and bicycle paths, walkways and landscaping, illumination, bike racks, and benches.	\$150,000	\$1,300,000	Mobility/Congestion Improvements
Tukwila	CBD Traffic Signal Interconnect	Interconnect all traffic signals within the Tukwila Urban Center and establish a signal control center capable of expanding to monitor and control all signals within the city.	\$180,000	\$3,008,092	ITS/Efficiency

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Tukwila	Tukwila International Boulevard Redevelopment Project	Street improvements that will provide two (2) through lanes in each direction, a center two-way left turn lane, left and right turn lanes at intersections, and bus pullouts. Other improvements will include curb and gutter, sidewalks, landscaping, drainage, curb ramps, signing, illumination, undergrounding of overhead utilities, traffic signal modifications, and interconnect.	\$2,850,000	\$10,163,000	ITS/Efficiency
University Place	Bridgeport Way (Cirque Drive to Steilacoom Blvd.)	The project will provide cement concrete curb and gutters, planterstrips, sidewalks, bicycle lanes and two way left turn lane with planted median at selected locations. The storm drain system will be modified as necessary, street lights will be provided for safety and signals relocated or rebuilt as needed. Transit shelters will be installed to encourage use of the transit system within the corridor.	\$1,004,297	\$2,900,000	Metropolitan Transportation System Missing Links, Safety
Woodinville	SR-202/NE 145th Street Intersection Improvement (Hollywood)	Intersection improvements to address congestion and safety. The project will include additional vehicle lanes, pedestrian and bike improvements, street lighting and signage. The project will replace the existing signal at the SR-202 @ 148th Ave NE intersection with a modern roundabout.	\$77,032	\$4,200,000	Mobility/Congestion Improvements

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
WSDOT	I-405 & I-5 HOV Enhancements Projects	This project would implement HOV Enhancements projects in six Regional and Manufacturing/Industrial Centers in King County to increase access or carrying capacity of I-405. The project will implement HOV incentive strategies, and incentive evaluation and tracking, to help increase use of HOV modes and peak period vehicle occupancy during construction of I-405 Corridor Program projects.	\$572,515	\$661,000	TDM/CTR
WSDOT	WSDOT Fleet Warning Light and Exhaust Retrofit Project	Retrofit a variety of WSDOT owned equipment and vehicles to reduce diesel emissions. This project will use emerging LED technology to reduce diesel idle emissions for roadway construction projects and long-term operations.	\$1,500,000	\$1,500,000	Efficiency
WSDOT	SR-104: 5th Ave NE to 15th Ave NE - Sidewalk	This project will construct curb, gutter and sidewalk along SR-104. The route will be along the north edge of SR-104 to the southbound I-5 offramp where there will be a crosswalk directing pedestrians across SR-104. From the crosswalk, the sidewalk will follow the south edge of SR-104 beneath I-5 to 15th Ave NE.	\$603,459	\$739,148	Metropolitan Transportation System Missing Links, Safety
WSDOT	Interurban Trail Overcrossing at 124th St. SE & Interconnecting Bicycle Facilities	This overall project consists of building a new bicycle/pedestrian bridge over I-5 just north of the I-5/128th Street SW (SR-96) interchange with connections to the Interurban Trail.	\$200,994	\$4,701,153	Metropolitan Transportation System Missing Links

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
WSDOT Marine Division	Mukilteo Multimodal Terminal	This terminal will include a 2-slip dock, overhead passenger loading facility, a terminal building with facilities for connections to bus, commuter rail, shuttle service, and other modes of transportation, vehicle holding area, passenger pick-up/drop-off area, carpool park & ride area, dedicated access and holding areas for pedestrians and bicyclists, and connections between the terminal and adjacent roads.	\$2,414,351	\$152,000,000	Mobility/Congestion Improvements
			\$117,966,856	\$2,726,396,055	

Spokane Regional Transportation Council (SRTC)

The Spokane Regional Transportation Council (SRTC) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). SRTC utilizes a regional prioritization and selection process to allocate Federal-aid funds to the Spokane area. This process is used for the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds.



To ensure the most regionally significant projects are funded, all projects must be consistent with WTP and the Metropolitan Transportation Plan, before they are further evaluated using regionally adopted scoring criteria.

SRTC has segmented the STP funding into three functional areas to recognize that transportation improvements are multi-faceted, and thus require different investment strategies based on where a particular roadway or facility is in the investment life cycle. The three functional areas and their respective regional priorities are:

- Capital improvements – structural condition, freight mobility, safety, alternative modes, economic development and ability to advance.
- Preservation improvements – structural condition, alternative modes, freight mobility, traffic volumes, safety and ability to advance.
- Preliminary engineering – project in metropolitan plan, roadway classification, regional significance and current status of project.

CMAQ funding is used to implement projects within the Spokane urban area that have a quantifiable benefit to addressing both transportation congestion relief and the improvement of transportation related air quality emissions. As a maintenance area for both PM-10 and Carbon Monoxide (CO), SRTC, as well as the local agencies and jurisdictions, have developed a program of projects through the development of an ITS Architecture Plan and Implementation Program to address reoccurring congestion and to enhance alternative programs through the Commute Trip Reduction Office operated by Spokane County. Projects prioritized and selected for funding must be capable of deriving both a quantifiable air quality (for either PM-10 or CO) and congestion relief benefit.

Spokane Regional Transportation Council (SRTC)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>CMAQ funds *</u>
FFY 2004 Actual	\$5,704,993	\$3,028,437
FFY 2005 Actual	\$4,706,983	\$2,532,755
FFY 2006 Actual	\$4,661,567	\$2,562,661
FFY 2007 Actual	\$5,802,889	\$3,058,631
FFY 2008 Estimate	\$5,337,000	\$2,870,000
FFY 2009 Estimate	\$3,609,000	\$1,944,000
FFY 2010 Estimate	\$4,600,000	\$2,500,000
Total	\$34,422,432	\$18,496,484

Estimated Programmed Funds into 2011

(\$4,950,804) : STP funds

(\$2,936,644) : CMAQ funds

Note: SRTC has selected projects into 2011.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Cheney	Cheney Arterial Street Preservation	2" overlay	\$821,700	\$950,000	Road Preservation
Cheney	N 8th St. Traffic Circulation Analysis	Study for additional north/south arterial	\$21,600	\$25,000	PE - Congestion Relief
Cheney	Cheney Railroad Crossing Quiet Zone Analysis	Assessment of safety features at four railroad crossings	\$21,600	\$25,000	PE - Safety
Deer Park	Crawford Avenue - Phases IV - RP	Resurface with 3" overlay	\$187,936	\$217,267	Road Preservation
Deer Park	Crawford Ave - Phase V, Forest to Airport Rd.	Reconstruct, widen, center turn lane, curb gutter, sidewalk	\$1,037,906	\$1,500,165	Congestion Relief/Safety
Deer Park	Crawford Ave Pres. Forest to Main	Grind, overlay with 2" ACP	\$379,569	\$449,048	Road Preservation
Millwood	Argonne Road Rebuild, Frederick to S Riverway	Rebuild section, grind overlay rest. ADA ramps, concrete I/Ss	\$1,138,340	\$1,316,000	Safety
Spokane	Bridge Avenue-Lincoln/Monroe Connector	Construct new connector arterial	\$777,600	\$1,905,000	Congestion Relief
Spokane	Havana Street Bridge - BNSF	Bridge over railroad tracks	\$4,488,000	\$12,413,000	Congestion Relief
Spokane	Crestline-Decatur to Lincoln	Reconstruct, traffic circle, widen, bike lanes	\$1,245,000	\$3,800,000	Congestion Relief
Spokane	Washington-Boone to Buckeye	Reconstruction, overlay	\$750,000	\$1,660,000	Congestion Relief
Spokane	Broadway Realignment	Relocation of principal arterial	\$3,478,400	\$6,646,320	Congestion Relief
Spokane	Five Mile Road, Ash to Lincoln	Reconstruction, widening, bike lane, curb and widewalk	\$3,540,000	\$6,210,000	Congestion Relief/Safety

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Spokane	Spokane Falls Blvd., Washington to Browne	Grind, overlay	\$250,850	\$290,000	Road Preservation
Spokane	Havana St; Trent & Mission I/S Study	Improve freight mobility	\$64,000	\$75,000	Congestion Relief
Spokane	Hatch Rd Study, 57th to Hangman Br.	Safer alignment for I/S, identify design details for walking/biking	\$69,000	\$80,000	PE - Congestion Relief/Safety
Spokane Valley	Appleway Avenue Reconstruction	Reconstruct. Build curb, gutter, sidewalks, and bike lanes	\$5,074,596	\$5,866,617	Congestion Relief
Spokane Valley	Dishman-Mica Rd. Rehabilitation	Patch/repair/remove existing pavement, replace with 4" overlay	\$49,400	\$57,100	Road Preservation
Spokane Valley	Broadway Avenue Overlay	Grind, crack sealing, and 2" overlay	\$703,000	\$812,700	Road Preservation
Spokane Valley	Argonne Road Overlay	Patch/repair and 2" overlay	\$274,000	\$316,600	Road Preservation
Spokane Valley	Sullivan Rd PCC Rehab, Mission & I-90 EB Ramps	Remove existing pavement, replace with concrete	\$389,300	\$450,000	Road Preservation
Spokane Valley	Sullivan/Sprague PCC I/S	Reconstruct, replace with concrete	\$745,100	\$861,400	Road Preservation
Spokane Valley	Broadway Avenue Rehab - Proj. 2	Grind, overlay with 5" of asphalt	\$525,600	\$607,600	Road Preservation
Spokane Valley	Broadway/Fancher PCC I/S	Grind, overlay with 5" of asphalt	\$502,600	\$581,100	Road Preservation
Spokane Valley	Broadway Ave Rehab #1, I-90 EB Off Ramp & Park Rd	Grind, overlay with 5" of asphalt concrete	\$641,100	\$741,200	Road Preservation
Spokane Valley	Park Rd. Reconst. #2, Broadway & Indiana	Reconstruct, curb, gutter, sidewalks, & bike lanes	\$304,500	\$352,000	PE - Road Preservation
Spokane Valley	Sullivan Rd Reconst., Wellesley to Euclid	Reconstruct, left turn lanes, curb, gutter, sidewalks, & bike lanes	\$514,700	\$595,000	PE - Road Preservation/Safety
Spokane Airport Board	Airport Drive/Spotted Road Safety Improvements	Address safety improvements and reduce accidents	\$80,000	\$100,000	PE - Safety
Spokane Co	Palouse Highway-Odell Rd to Valley Chapel Rd.	Widen / realign 2.17 miles. Paved shoulders for pedestrians and bicyclists	\$3,028,400	\$3,733,411	Safety
Spokane Co	Peone Road Overlay	Resurface with 3" overlay.	\$523,000	\$1,087,600	Road Preservation
Spokane Co	Medical Lake - 4 Lakes Rd. Overlay	Resurface with 3" overlay.	\$388,000	\$448,500	Road Preservation
Spokane Co	Monroe & Wall Street Overlay	Grind and 2" overlay	\$370,200	\$428,000	Road Preservation
Spokane Co	Government Way Overlay	2" overlay	\$545,500	\$630,700	Road Preservation
Spokane Co	Frederick Avenue Overlay	3" overlay	\$321,800	\$372,100	Road Preservation
Spokane Co	Wellesley Avenue Overlay	2" overlay	\$111,000	\$128,400	Road Preservation
Spokane Co	Upriver Drive Overlay	2" overlay	\$289,100	\$334,200	Road Preservation
Spokane Co	Country Homes Blvd. Overlay	2" overlay, fog seal on bike lanes	\$490,100	\$566,600	Road Preservation
Spokane Co	Farwell Rd. - SR2 to Bruce Rd.	Widen, add curbs, sidewalks, gutters, and bike lanes	\$379,500	\$438,800	PE - Congestion Relief

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Spokane Co	Freya Street - Francis to Market	Widen, add curbs, sidewalks, gutters, and bike lanes	\$144,000	\$166,500	PE - Congestion Relief
Spokane County	Harvard Rd, Euclid to SR 290	Widen, left turn lane, curb, & sidewalk	\$276,800	\$320,000	PE - Congestion Relief/Safety
Spokane County	Bigelow Gulch/Forker Rd, #2, Urban Boundary to E Weile Rd.	Widen, 12 ft. median, paved shoulders	\$3,000,000	\$9,264,308	Congestion Relief/Safety
Spokane County	Trails Rd Overlay, Hayford to Aubrey White Parkway	Grind, overlay with 4" of asphalt concrete	\$1,127,282	\$1,303,216	Road Preservation
Spokane County	Bigelow Gulch Rd Proj. 4, Old Argonne-Havana to Forker	Widen, 12 ft. median, paved shoulders	\$303,157	\$600,000	PE - Congestion Relief
	Total		\$39,373,236	\$68,725,452	

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Identify the regional priority the project meets
Spokane	Communication Link to Existing Signals	Extend communication links to signalized intersections with no communications	\$171,577	\$198,125	Congestion Relief
Spokane	3rd Ave. ITS Dev. & Comm. Inf.	Install fiber optic communications infrastructure and ITS devices	\$1,805,394	\$2,084,750	Congestion Relief
Spokane	Maple/Ash ITS Dev. & Comm. Inf.	Install fiber optic communications infrastructure and ITS devices	\$2,467,234	\$2,849,000	Congestion Relief
Spokane	Division St. (SR2) ITS Dev. & Comm. Inf.	Install fiber optic communications infrastructure and ITS devices	\$1,061,716	\$2,180,800	Congestion Relief
Spokane	System-wide Signal Comm. Upgrade	Update signal system to work with SRTMC communications.	\$727,440	\$840,000	Congestion Relief
Spokane	Division St. DMS Deployment, Spokane River to NCL	Install 6 DMS	\$1,489,552	\$1,720,037	Congestion Relief/Air Quality
Spokane	Francis Ave. Division to W City Limits ITS Dev & Comm Infrastructure	Install fiber optics infrastructure, CCTV cameras, DMS	\$2,131,903	\$2,461,782	Congestion Relief/Air Quality
Spokane Valley	Pines/Mansfield Corridor Congestion Relief	Reconfigure I-90 ramps. Widen a section and add traffic signals. Build curb, gutters, bike lanes	\$1,422,520	\$4,860,675	Congestion Relief
Spokane Valley	Signal Controller Upgrades	Upgrade controllers to be compatible with SRTMC central system and WSDOT signals	\$223,800	\$258,400	Air Quality & Congestion Relief
Spokane Valley	Appleway/Sprague/Disman-Mica ITS Improvements	Upgrade traffic signal controllers, install fiber optic cable	\$624,100	\$720,700	Congestion Relief
Spokane Valley	Pines (SR 27) ITS Improvements	Install fiber optic cable and CCTV cameras	\$897,597	\$2,080,700	Congestion Relief/Air Quality
Spokane Valley	Argonne Road Corridor Upgrade	Change I/S signal phasing and adding a NB right turn lane	\$499,100	\$1,289,200	Congestion Relief/Air Quality
Spokane Co	CTR Enhancement Program	Partnership with employers to reduce SOVs	\$226,600	\$262,000	Air Quality
Spokane County	Planning & Implementation of Growth & Transportation Efficiency Centers	Support customized trip reduction and GTEC programs	\$258,000	\$300,000	Congestion Relief/Air Quality
WSDOT	Spokane Reg. TMC Staffing	Staff positions in the SRTMC	\$519,600	\$600,000	Congestion Relief/Safety
WSDOT	Spokane Reg. TMC Equipment Upgrades	Replace/upgrade equipment in the SRTMC	\$194,850	\$225,000	Congestion Relief/Safety
WSDOT	US2/N. Foothills Dr. to Houston Ave.	Construct fiber optic trunk line segment with connections to City of Spokane traffic devices	\$1,472,200	\$1,700,000	Congestion Relief/Safety

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Identify the regional priority the project meets
WSDOT	Eastern Region ITS Implementation Plan	Update existing plan to develop criteria for device selection, configuration management, and select new projects	\$86,600	\$100,000	Congestion Relief/Air Quality
WSDOT	I-90/Med.Lake I/C to US 195 I/C	Extend fiber optic trunk line to State Patrol, install CCTV and traffic data accumulation	\$1,299,000	\$1,500,000	Congestion Relief/Air Quality
WSDOT	SRTMC Staffing	Staff positions in the SRTMC	\$432,500	\$500,000	Congestion Relief/Safety
WSDOT	SRTMC System Upgrades	Replace/upgrade equipment in the	\$194,625	\$225,000	Congestion Relief/Safety
WSDOT	I-90 Geiger I/C to WSP District Office ITS	Fiber Optic to WSP - completion of system	\$34,600	\$40,000	Congestion Relief/Air Quality
WSDOT	LED & Diesel Retrofits for Transportation Vehicles	Retrofit equipment & vehicles using technology to reduce air emissions	\$240,000	\$300,000	Air Quality
WSDOT	I-90 East ITS Communications Backbone, Sullivan to Vic. ISL	Install fiber optic cable, cameras, VMS, and vehicle detectors	\$1,872,725	\$2,165,000	Congestion Relief/Air Quality
WSDOT	US 195 Congesstion & Safety Mangement ITS, Cheney-Spokane Rd to I-90	Expand fiber optic infrastructure, vehicle detection, DMS, traffic cameras	\$1,079,895	\$1,315,000	Congestion Relief/Air Quality
Total			\$21,433,128	\$30,776,169	

Benton-Franklin Council of Governments (BFCG)

The Benton-Franklin Council of Governments (BFCG) functions as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). BFCG has established competitive processes to allocate Federal-aid funds to the Benton, Franklin and Walla Walla area. These processes are used for the Surface Transportation Program (STP) funds.



Projects selected to use STP funds within the three counties are directly aligned with the transportation policies in the WTP and the most recently approved Regional Transportation Plan. The regional priorities used by BFCG to select projects are:

- Access;
- Efficiency;
- Safety;
- Security;
- Environmental;
- Pedestrian and bicycles;
- Transit;
- Transportation Demand Management and Commute Trip Reduction;
- Land use;
- Freight mobility;
- Intermodalism; and
- Regional consistency.

After projects are prioritized, a recommended list is forwarded to the Benton-Franklin Council of Governments board for final approval and funding.

Benton-Franklin Council of Governments (BFCG)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$3,639,888
FFY 2005 Actual	\$2,959,464
FFY 2006 Actual	\$2,961,728
FFY 2007 Actual	\$3,771,348
FFY 2008 Estimate	\$3,464,000
FFY 2009 Estimate	\$2,190,000
Total	\$18,986,428

Estimated Unprogrammed Funds through 2009
\$3,539,583 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Benton Co	Webber Canyon Rd; Dennis Rd to Kiona	Construct 2 lane BST road.	\$298,077	\$5,632,950	Access, safety, environmental, TDM, freight mobility.
Franklin Co	Pasco-Kahlotus Reconstruct	This project consists of widening, ACP pre-level and structural overlay. Substandard vertical curves were improved along with drainage and safety features added.	\$798,921	\$1,794,025	Access, efficiency, safety.
Benton Co	I-82 to SR397 (INTERTIE)	New construction; 2 lane all weather road.	\$183,879	\$7,200,000	Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
Franklin Co	Wernett Road Phase 2 (PE/RW)	The project consists of acquiring additional right of way and designing the upgrade of Wernett Road and improving the intersection with Road 60.	\$47,826	\$55,290	Access, efficiency, safety, security.
Walla Walla Co	Prospect/3rd Ave Intersection	Realign Intersection	\$441,000	\$600,000	Efficiency, safety, security.
Walla Walla Co	Taumarson/Plaza Way Intersection	Realign Intersection	\$519,000	\$710,000	Efficiency, safety, security.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Richland	Stevens Drive - Catskill to Sengler.	Project to widen north and southbound Stevens by one lane in each direction, added turn lanes, both left and rights to SR 240 and Stevens Drive. Realigns the intersection and upgrades the traffic signalization at Jadwin and SR 240. Add signal at Stevens and Saint Street.	\$401,032	\$6,788,200	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
West Richland	Gage Blvd Project	Widening/Resurfacing	\$225,000	\$2,000,000	Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
Kennewick	Washington St/4th Avenue/Morain Street Overlays	Resurfacing, rechannelization, upgrade ADA facilities, upgrade storm drainage.	\$389,713	\$1,445,570	Access, efficiency, safety, security.
Prosser	Webber Canyon Rd	Construct 2 lane BST road.	\$74,519	\$4,400,000	Access, safety, environmental, TDM and freight mobility.
Ben Franklin Transit	Purchase of rolling stock	Purchase of 9 buses, 18 paratransit vehicles and 4 vanpool vans.	\$129,304	\$3,106,121	Access, efficiency, safety, pedestrian and bicycle, transit, TDM, freight mobility.
Port of Kennewick	Improvements in Vista Field Area	Reconstruction	\$100,000		Access, efficiency, pedestrian and bicycles.
Port of Benton	Webber Canyon Road	Construct 2 lane BST road.	\$87,385	\$4,400,000	Access, safety, environmental, TDM and freight mobility.
Benton Co	Webber Canyon Road	Dennis Rd to Kiona; Construct 2 lane BST road.	\$236,831	\$4,400,000	Access, safety, environmental, TDM and freight mobility.
Benton Co	I-82 to SR 397 (INTERTIE)	New construction; 2 lane all weather road.	\$148,265	\$7,200,000	Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
Franklin Co	Commercial/Tank Farm Rd	This study will examine the effects of a potential interchange located on SR 12 between Lewis St interchange and the Snake river. The work shall include a needs study, location study and public involvement.	\$66,605	\$77,000	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Walla Walla Co	Cottonwood Road	Rebuild to urban standards with ped and bike facilities.	\$848,901	\$1,835,000	Access, safety, security.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Richland	Stevens Drive/Catskill to Sengler	Project to widen north and southbound Stevens by one lane in each direction, added turn lanes, both left and rights to SR 240 and Stevens Drive. Realigns the intersection and upgrades the traffic signalization at Jadwin and SR 240. Add signal at Stevens and Saint Street.	\$171,270	\$6,788,200	Access, efficiency, safety, security, environmental, pedestrian bicycle, TDM, freight mobility.
Port of Pasco	SR 397 BNSF RRX Separation	Construct 2 lane overpass for SR 397 over BNSF mainline.	\$38,493	\$9,200,000	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Kennewick	Calan Drive Overlay (PE/CN)	Resurfacing, rechannelization, upgrade ADA facilities, upgrade storm drainage.	\$309,055	\$740,575	Access, safety, security.
Pasco	RD 68/Wrigley	Intersection signalization.	\$124,000	\$144,000	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Pasco	Burden Blvd	Widening; From Rd 44 to Rd 52; southside of roadway	\$173,000	\$200,000	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Pasco	Commercial Ave	Reconstruction; From Hillsboro south 1000 feet.	\$172,000	\$200,000	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Prosser	Webber Canyon Road	Construct 2 lane BST road.	\$59,208	\$4,400,000	Access, safety, environmental, livability, TDM and freight mobility.
Ben Franklin Transit	Purchase of rolling stock	Purchase of 3 buses, 9 paratransit vehicles and 4 vanpool vans.	\$99,405	\$1,706,213	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Benton	Horne Drive/7th Street	New street construction of Horne Drive, widening and overlay of 7th Street with gutter, sidewalk, drainage, street lights, utility adjustments.	\$64,252	\$441,453	Access, environmental.
Port of Kennewick	I-82 to SR 397 (INTERTIE)	New construction; 2 lane all weather road.	\$100,000	\$7,200,000	Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
Port of Benton	Webber Canyon Road	Construct 2 lane BST road.	\$70,549	\$4,400,000	Access, safety, environmental, TDM freight mobility.
Benton Co	Webber Canyon Road	Dennis Rd to Kiona.	\$236,111	\$4,400,000	Access, safety, environmental, TDM freight mobility.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Benton Co	I-82 to SR 397 (INTERTIE)	New construction; 2 lane all weather road.	\$143,542	\$7,200,000	Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
Franklin Co	East Foster Wells Rd Extension	Consists of constructing a new portion of E Foster Wells road and connecting the route to the Pasco-Kahlotus road.	\$214,105	\$1,150,000	Access, efficiency, transit, freight mobility.
Franklin Co	Wernett Road Phase 2-Construction	This project consists of widening, grading, drainage, adding crushed surfacing and hot mix asphalt.	\$129,800	\$150,000	Access, efficiency, safety, security, TDM.
Walla Walla Co	Touchet North Road	Realign roadway.	\$824,274	\$1,300,000	Access, safety, security.
Richland	Stevens Drive-Catskill to Sengler	Project to widen north and southbound Stevens by one lane in each direction, added turn lanes, both left and rights to SR 240 and Stevens Drive. Realigns the intersection and upgrades the traffic signalization at Jadwin and SR 240. Add signal at Stevens and Saint Street.	\$469,265	\$6,788,200	Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
West Richland	S. 38TH Ave/SR 224 Traffic Signal	Signalize intersection.	\$132,463	\$240,000	Access, efficiency, safety, security.
Kennewick	US 395/ 27TH and 36TH Avenue Intersection	Install traffic signals, construct lane widening.	\$308,082	\$1,300,000	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Prosser	Webber Canyon Road	Construct 2 lane BST road.	\$59,027	\$4,400,000	Access, efficiency, safety, security.
Pasco	Burden Blvd.	Reconstruction; From Rd 44 to Rd 60.	\$167,000	\$215,000	Access, efficiency, safety, security.
Pasco	"A" Street	Resurface; Cedar to SR 12.	\$173,000	\$200,000	Access, efficiency, safety, security.
Port of Pasco	SR 397 Ainsworth Widening	Widen SR 397 Ainsworth to 3 lanes with curb/gutter from Oregon to Grey.	\$190,216	\$219,900	Access, efficiency, safety, security, environmental, pedestrian and bicycle, TDM, freight mobility.
Port of Kennewick	Gage Blvd. Leslie, Fowler	Widen/Resurface.	\$30,000		Access, efficiency, safety, security, environmental, TDM, freight mobility, intermodalism.
Port of Benton	Webber Canyon Road	Construct 2 lane BST road.	\$70,775	\$4,400,000	Access, safety, environmental, TDM and freight mobility.
Kennewick	Step toe Street Extension Ph. 1	New four-lane arterial; approx. 5700 ft	\$2,016,000	\$4,151,700	Access,efficiency,safety,ped/bike,transit, land use,intermodalism,regional consistency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Richland	Keene Rd. Widening Ph. III	Widen roadway to five-lane section with curb, gutter, illumination, and five foot sidewalk	\$74,000	\$4,200,000	Efficiency,safety,ped/bike,transit,regional consistency
Richland	Westcliffe Blvd. Extension	Improve intersection geometrics	\$200,000	\$434,000	Efficiency,safety,ped/bike, intermodalism
West Richland	Belmont Blvd.	New roadway alignment	\$168,873	\$405,970	Access,efficiency,safety,ped/bike,land use,intermodalism, regional consistency
Benton County	Webber Canyon Road	Reconstruction of 3.1 miles	\$384,822		Access, safety,intermodalism, regional consistency
Pasco	I-182/Boadmoor	Widen Road 100; addition of an on-ramp from Road 100 onto I-182 westbound	\$846,000	\$1,346,000	Access, efficiency,safety,intermodalism, regional consistency
Port of Pasco	SR 397 widening	Road widening; 2-lane 31' width to 3-lane 52' width; 1600 LF in length	\$63,000	\$400,000	Safety,ped/bike,freight mobility, intermodalism
Franklin County	E. Foster Wells Extension	34 foot wide roadway; 2.5 miles	\$521,000	\$1,126,000	Access, efficiency,safety, freight mobility
Walla Walla	Myra Road - SR 125 to Garrison Villiage	5-lane section from SR 125 to just north of the Dalles Military - 12th St. intersection	\$872,000	\$2,526,408	Access, efficiency, safety,ped/bike,freight mobility, intermodalims, regional consistency
Walla Walla County	Harvey Shaw Road MP 9.5 to MP 11.6	Realignment and widening	\$776,000	\$1,300,000	Safety, freight mobility, regional consistency
Total			\$15,446,845	\$134,917,775	

Lewis-Clark Valley (LCV) MPO

The Lewis-Clark Valley (LCV) is the newly formed bi-state MPO for the Asotin County Metropolitan Area and will be utilizing a regional prioritization and selection process to allocate the Federal Surface Transportation Program (STP) funds.



Previously, Asotin County served as the lead agency for the regional prioritization and selection process to allocate the federal STP funds. The county process included representatives from the local jurisdictions. The focus of that process included: projects on eligible functional classification roadways, safety and preservation.

LCV has determined that to ensure the most regionally significant projects are funded; all projects must be consistent with the WTP and the regional transportation plan. LCV has established the following regional priorities:

- Improve safety;
- Preservation;
- Provide roadway connectivity for improved traffic dispersion and decreased congestion hot spots; and
- Ensure efficient and safe movements of goods and services.

At this time LCV is collaboratively working toward developing the prioritization and selection process. The new process will be implemented for the FFY 2008 allocation.

Lewis-Clark Valley (LCV)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$372,162
FFY 2005 Actual	\$312,811
FFY 2006 Actual	\$312,037
FFY 2007 Actual	\$373,361
FFY 2008 Estimate	\$342,000
FFY 2009 Estimate	\$251,000
Total	\$1,963,371

Estimated Unprogrammed Funds through 2009

\$81,371 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Asotin Co	Fleshman Way/SR 129 Interchange from MP 0.00 to 0.40	Right of Way Acquisition to Modify interchange to improve/correct deficiencies.	\$900,000	\$6,500,000	Improve safety for motorists. Provide roadway connectivity for improved traffic dispersion and decreased congestion hot spots. Ensure efficient and safe movements of good and services through the MPO area.
Asotin Co	Snake River Road MP 19.00 to MP 20.55, CRP 239.	Improve roadway geometrics, drainage, surfacing, reconstruct and widen roadway to 28' and install guardrail.	\$153,000	\$1,526,000	Improve safety for motorists. Ensure efficient and safe movements of good and services through the area.
Asotin Co	Snake River Road MP 20.55 to MP 22.10	Improve roadway geometrics, drainage, surfacing, reconstruct and widen roadway to 28' and install guardrail.	\$272,000	\$272,000	Improve safety for motorists. Ensure efficient and safe movements of good and services through the area.
Asotin Co	Snake River Road MP 22.10 to MP 23.80	Improve roadway geometrics, drainage, surfacing, reconstruct and widen roadway to 28' and install guardrail.	\$277,000	\$277,000	Improve safety for motorists. Ensure efficient and safe movements of good and services through the area.
Asotin Co	Snake River Road MP 23.80 to MP 25.45	Improve roadway geometrics, drainage, surfacing, reconstruct and widen roadway to 28' and install guardrail.	\$280,000	\$280,000	Improve safety for motorists. Ensure efficient and safe movements of good and services through the area.
Total			\$1,882,000	\$8,855,000	

Skagit Metropolitan Planning Organization (SMPO)

The Skagit Metropolitan Planning Organization (SMPO) utilizes a competitive process to allocate Federal Surface Transportation Program (STP) funds for the Skagit County area.

SMPO has established three focus areas for the STP allocations. They include: 85 percent for county wide competitive process, ten percent for the SMPO and five percent is set aside as a competitive resource accessible to Skagit Transit, the Ports of Skagit and Anacortes and the tribal nations within Skagit County.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. SMPO has established the following as the regional priorities:

- Safety;
- Bottleneck and chokepoints;
- System preservation, efficiency and Transportation access;
- Strong economy, good jobs and moving freight;
- Building future visions; and
- Health and the environment.

These priorities are the focal point of the new adopted prioritization process.

Skagit Metropolitan Planning Organization (SMPO)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$1,316,006
FFY 2005 Actual	\$1,045,027
FFY 2006 Actual	\$1,037,316
FFY 2007 Actual	\$1,345,955
FFY 2008 Estimate	\$1,230,000
FFY 2009 Estimate	\$736,000
FFY 2010 Estimate	\$1,000,000
Total	<u>\$7,710,304</u>

Estimated Programmed Funds into 2011

(\$1,287,696) : STP funds

Note: SMPO has selected projects into 2011.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Sedro Woolley	F&S Grade Road / Skagit Steel Access	Install traffic signal, realign F&S Grade skew, and improve access into Skagit Steel site. Widen SR-20 from F&S Grade to RR Bridge. Realign 90-degree corner ("Bendix Corner").	\$1,280,000	\$2,276,137	Safety, efficiency and freight mobility.
Skagit Co	Fruitdale and McGarigle Arterial	Shoulder and roadway improvements from SR20 MP 1.77 to McGarigle Road MP 2.2: City limits 0.69 to Fruitdale 0.91. County / Sedro-Woolley Project.	\$836,000	\$6,700,000	Safety.
Mount Vernon	Roosevelt Avenue Extension	Provide Phase I arterial roadway from College Way at Urban south then west to I-5 then south to Fir Street	\$765,000	\$4,005,000	Safety.
Mount Vernon	College Way/SR 538 Signal Upgrades	Install traffic signal and a new four-legged intersection. Estimated cost includes construction of street improvements north and south of College Way.	\$1,386,000	\$5,316,000	Safety and efficiency.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Mount Vernon	Anderson LaVenture Road Improvements	Improve I-5/Anderson Road Interchange, create connections between Anderson and Laventure Roads between I-5 and College Way, providing an alternate to I-5 for auto traffic headed to east Mount Vernon and Sedro Woolley.	\$3,500,000	\$12,500,000	Safety, system preservation and efficiency.
Anacortes	Sunset Avenue Widening - Design/ROW	Intersection Improvements; Channelization; roadway widening	\$176,000	\$2,228,000	Safety, system preservation and efficiency.
SMPO	Skagit subRTPO Program Support	Provides data collection and modeling funding support for the Skagit subRTPO	\$990,000	\$1,145,000	Building future visions.
SKAT	SKAT Program Support	Multi-county Regional Transportation Planning & Modeling	\$65,000	\$104,000	Transportation access.
Total			\$8,998,000	\$34,274,137	

Cowlitz-Wahkiakum Council of Governments (CWCOG)

The Cowlitz-Wahkiakum Council of Governments (CWCOG), as the Metropolitan Planning Organization (MPO), allocates the Federal-aid funds for the Longview-Kelso/Cowlitz County area.



For the past 20 years, the CWCOG distributed the federal transportation funds through an informal method based on population. The cities of Longview and Kelso, along with Cowlitz County, utilized the funds to complete a wide variety of projects by coupling the federal funds with state gas tax and other grant sources. Very infrequently, the funds were used to assist CWCOG in the completion of long-range studies. CWCOG did not play an active role in project selection.

Prospectively, CWCOG plans to select projects that are consistent with the WTP and that are included in the Regional Transportation Plan. It is anticipated the regional priorities may include:

- Projects that leverage additional funds through earmarks, grants, dedication of local gas tax resources, private sector participation, local support, mitigation and other sources; and
- Other activities already underway that support the expedited completion of the network improvement.

By dedicating the STP funds to regional projects, it is anticipated that the projects will be completed more quickly, resulting in a much more substantial impact on CWCOG's regional transportation network. The rural portion of STP funds will be for use outside the MPO area, for qualified regional projects identified through the eligible agency's TIP process.

CWCOG is continuing to work closely with the MPO and non-MPO communities to develop the programs that will determine the projects selected for funding.

Cowlitz-Wahkiakum Council of Governments (CWCOG)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$1,147,251
FFY 2005 Actual	\$896,113
FFY 2006 Actual	\$879,970
FFY 2007 Actual	\$1,136,293
FFY 2008 Estimate	\$1,030,000
FFY 2009 Estimate	\$611,000
Total	\$5,700,627

Estimated Unprogrammed Funds through 2009

\$3,686,627 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Longview	Columbia Heights & Fishers Lane	Intersection Improvement	\$195,000	\$225,000	Congestion relief; major urban area intersection with poor LOS
Longview	Columbia Heights Road	Overlay, guardrail, pedestrian/bike path	\$821,000	\$950,000	Preservation/Mobility: project improves roadway and provides pedestrian path
Longview	Ocean Beach Hwy Turn Lane	Add left turn lane / median	\$26,000	\$30,000	Safety: Project consolidates access and provides channelization
Longview	Ocean Beach Hwy & Nichols	Intersection improvement	\$225,000	\$260,000	Safety: Project part of improvements to synchronize several signals on Ocean Beach Highway
Longview	On-System Improvements (2006)	Concrete / asphalt replacement	\$43,000	\$50,000	Preservation: Projects selected from pavement management system analysis
Longview	On-System Improvements (2007)	Concrete / asphalt replacement	\$43,000	\$50,000	Preservation: Projects selected from pavement management system analysis
Longview	On-System Improvements (2008)	Concrete / asphalt replacement	\$43,000	\$50,000	Preservation: Projects selected from pavement management system analysis
Longview	Oregon Way/Beech St Intersections	Signal interconnect and detection	\$207,000	\$240,000	Safety: Projects selected for signal improvements based on citywide prioritization of traffic signal upgrades.
Longview	Pacific Way & 30th Ave Signal	signal and intersection improvements	\$216,000	\$250,000	Safety: Projects selected for signal improvements based on citywide prioritization of traffic signal upgrades.
Longview	Progression timing	Progression timing on city wide signal system	\$65,000	\$75,000	Safety: Projects selected for signal improvements based on citywide prioritization of traffic signal upgrades.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Longview	Traffic signal improvements	Controller/interconnect/detection/sign al mod/channelization	\$130,000	\$146,000	Safety: Projects selected for signal improvements based on citywide prioritization of traffic signal upgrades.
Total			\$2,014,000	\$2,326,000	

Thurston Regional Planning Council (TRPC)

The Thurston Regional Planning Council (TRPC) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). Utilizing a regional prioritization and selection process to allocate Federal-aid funds, TRPC allocates Surface Transportation Program (STP) funds to the Thurston County area. In FFY 2005, TRPC became an eligible area for allocation of Congestion Mitigation/Air Quality (CMAQ) funds. TRPC also intends to follow a regional prioritization and selection process, for the CMAQ funds, and is currently developing the criteria and process for the call for projects.



TRPC encourages investment in all modes of surface transportation and selects projects which are consistent with the transportation policies in the WTP and Regional Transportation Plan. The regional priorities used by TRPC to select projects are:

- Safety;
- Preservation; and
- System efficiency.

TRPC uses a policy-based prioritization process to evaluate competing proposals and to determine which proposals merit funding and at what level. TRPC does not place a cap on the amount of funds that any one agency can request. However, it is the very strong policy intent of TRPC to achieve geographical equity in addressing the backlog of unmet safety, preservation and efficiency needs in communities throughout the region. TRPC actively encourages participation by all communities in the region, including urban and rural, tribal and non-tribal, public sector and non-profit.

TRPC retains the final decision-making authority on the distribution of STP and CMAQ funds.

At this time TRPC is collaboratively working toward the development of the new prioritization and selection process for the CMAQ funds.

Thurston Regional Planning Council (TRPC)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>CMAQ funds *</u>	<u>Estimated Unprogrammed Funds through 2010</u>
FFY 2004 Actual	\$2,678,268	\$0	\$387,898 : STP funds
FFY 2005 Actual	\$2,078,818	\$321,828	\$1,986,726 : CMAQ funds
FFY 2006 Actual	\$2,070,267	\$339,735	
FFY 2007 Actual	\$2,748,618	\$373,163	
FFY 2008 Estimate	\$2,538,000	\$364,000	
FFY 2009 Estimate	\$1,428,000	\$258,000	
FFY 2010 Estimate	\$2,000,000	\$330,000	
Total	\$15,541,971	\$1,986,726	

Note: TRPC has selected STP projects into 2010 and is finalizing the competitive process for CMAQ funds.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Confederated Tribes of the Chehalis Reservation	Grand Mound/Old Hwy 99 Tribal Trust Property Roadway Improvements (rural project)	Engineering and design for a 0.5 mile upgrade of Old Hwy 99 to include turn lanes, bike lanes, sidewalks, illumination, and drainage.	\$35,000	\$108,000	Safety and efficiency
Intercity Transit	More Smart Moves in Thurston County Schools	Development and implementation of a school-based TDM curriculum	\$54,512	\$64,512	Efficiency
Intercity Transit	Revenue Vehicle Program	Replace 20 vanpool vans and acquire one new bus to preserve fixed-route schedules	\$454,967	\$758,279	Preservation and efficiency
Intercity Transit	Revenue Vehicle Program	Acquisition of 33 replacement vehicles for the IT vanpool program	\$407,302	\$742,500	Preservation and efficiency
Lacey	College Street Improvements	Signal and channelization improvements, major ADA pedestrian ramp upgrades, sight distance improvements, minor access management, and resurfacing of 2 mile urban corridor	\$1,041,096	\$5,937,000	Safety, efficiency, and preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Lacey	Marvin Road I/C Improvements	Add additional exit ramp to the southbound I/C to mitigate hazardous conditions	\$613,921	\$1,023,202	Safety
North Thurston Public Schools	School Crossing Enhancements	Install high visibility, flashing beacon, textured pavement crosswalks at (6) schools	\$90,000	\$150,000	Safety
NW Connections (Transpro, Inc)	Community Safe Place	Purchase of two replacement vehicles for the Rural Transportation program serving low-income and at-risk residents outside the public transit benefit area	\$82,142	\$94,962	Safety, efficiency, and preservation
Olympia	18th Avenue Corridor Project, Phase 1	Phase 1 includes sidewalk, bike lanes, curb, gutter, lighting, and resurfacing	\$1,410,985	\$2,374,815	Safety, efficiency, and preservation
Olympia	Fones Road /18th Ave Improvements	ROW for full frontage improvements on both sides of Fones Road, from Pacific Ave to 18th Ave (Ph 1) and construction of 18th Ave from Hoffman Rd to Boulevard Rd (Ph 3)	\$817,540	\$14,209,175	Safety, efficiency, and preservation
Olympia School District	School Speed Limit Zone Flashing Beacons	Installation of solar-powered flashing beacons and signing at four schools	\$45,000	\$75,000	Safety
Port of Olympia	Olympia Avenue East-West Connection	Add new street connection between Olympia Avenue and Franklin Street	\$72,600	\$1,821,000	Safety and efficiency
Thurston Co	93rd Ave SW Improvements - Lathrop Industrial Dr. to I-5 Ramps	Upgrade road to include a center turn lane for the truck stop and intersection, structural pavement improvements, and urban features (curb, gutter, sidewalks).	\$255,000	\$425,000	Safety, efficiency, and preservation
Thurston Co	Bald Hills Road SE Safety and Preservation Project (rural project)	3R project that included widening travel lanes to 11' width, adding 5' shoulders both side, intersection reconstruction, and mitigation of alignment issues for 3.8 mile rural collector.	\$360,131	\$3,720,000	Safety and efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Thurston Co	Duterrow Road Upgrade	Add 5' multi-use shoulders, address poor vertical / horizontal alignment conditions, improve clear zone, upgrade guardrails, signage, pavement markings	\$790,911	\$1,325,000	Safety and efficiency
Thurston Co	Hawks Prairie Road Upgrade - Carpenter Road to Woodland Creek Bridge (rural project)	Reconstruct road to meet standards for 40 mph facility through rolling terrain. Includes horizontal and vertical alignments, shoulders, clear zone areas, and guardrails.	\$1,200,000	\$2,268,000	Safety, efficiency, and preservation
Thurston Co	Old Hwy 99 / 93rd Ave Intersection Upgrade	Realign intersection and add left turn channelization	\$210,800	\$420,000	Safety
Thurston Co	Rich Road SE Improvements - Deschutes River and 87th Ave (rural project)	Correct roadway alignment, improve recoverable slopes, add guardrails, and increase shoulders. Project includes a crossing of Spurgeon Creek and its associated wetlands.	\$297,779	\$2,306,779	Safety, efficiency, and preservation
Thurston Co	Vail Road - 153rd Ave SE to Bald Hills Road Upgrade (rural project)	Upgrade substandard section of rural arterial including alignment improvements, drainage, shoulders, increasing clear zone, and resurfacing.	\$1,607,071	\$2,695,000	Safety, efficiency, and preservation
Thurston Co	Vail Road Upgrade - Bald Hills Road to SR 507 (rural project)	Upgrade substandard section of rural arterial including alignment improvements, drainage, shoulders, increasing clear zone, and resurfacing.	\$460,000	\$766,700	Safety, efficiency, and preservation
Thurston Co	Yelm Highway, Phase 5	Address accident and access issues on Yelm Highway by completing construction of street, bike lane, and sidewalk facilities between Henderson Blvd and Rich Road, and installation of roundabouts at key intersections.	\$1,307,984	\$9,920,000	Safety, efficiency, and preservation
TRPC	Unified Planning Work Program Support	SFY 2004. 2005, 2006, 2007 funding support for UPWP	\$1,093,353	\$3,528,931	Safety, efficiency, and preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
TRPC / Thurston Co	Chehalis Western Trail "Bridging the Gap" Project	Connect the north and south segments of the Chehalis Western Trail over I-5, Martin Way, and Pacific Avenue	\$500,000	\$11,000,000	Safety and efficiency
Tumwater	Capitol Boulevard Safety and Preservation Project - "M" Street to "X" Street	Resurface Capitol Boulevard and install street lights for the 3,800 lf project length	\$534,653	\$900,000	Safety and preservation
Tumwater	North Street Reconstruction	Reconstruct North Street and add sidewalks, curb, bike lanes, and street lighting where the existing cross section is below standard	\$473,673	\$1,014,323	Safety, efficiency, and preservation
Tumwater	Tumwater Valley Urban Trail - Phase 1	Design and construct a 1.1 mile Class I urban trail	\$417,000	\$700,000	Safety and efficiency
Woodland Trail Greenway Assoc.	Olympia Woodland Trail Phase 2 Vegetation Restoration	Conduct rehabilitation and restoration of landscaped areas adjacent to 3000' lineal feet of Olympia's Woodland Trail	\$132,610	\$191,739	Safety and efficiency
WSDOT Olympic Region	McLane Trail, Final Phase	Construct final 1,500' of McLane Trail between McLane Elementary School and the Evergreen State College trail system	\$51,100	\$85,166	Safety and efficiency
Yelm	103rd Ave Improvements - Construction phase (rural project)	Construct sidewalks, curbs, gutters, and bike lanes on 103rd Avenue between West Road and Creek Street	\$131,578	\$659,000	Safety and efficiency
Yelm	103rd Avenue Improvements (rural project)	Engineering, design, permitting, and ROW necessary to bring 103rd Ave up to city standards	\$135,365	\$690,000	Safety and efficiency
Yelm	Yelm Prairie Line Trail Project (rural project)	Design and engineering of 1.1 mile long non-motorized urban trail	\$70,000	\$80,925	Safety and efficiency
Total			\$15,154,073	\$70,055,008	

Whatcom Council of Governments (WCOG)

The Whatcom Council of Governments (WCOG) is both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO). WCOG utilizes a regional prioritization and selection process to allocate Federal-aid funds to the Whatcom County area. This process is used for the Surface Transportation Program (STP) funds.



Projects selected are consistent with the transportation policies in the WTP and the Regional Transportation Plan. WCOG has established the following regional priorities for project selection:

- Alternative transportation mode choices;
- Connections between jurisdictions;
- Hubs, centers or modes;
- System continuity;
- Freight mobility;
- Serving the needs of travel and commerce by increasing safety or security; and
- Addressing deficiencies in the all-weather road system.

Periodically, WCOG reviews the criteria used to prioritize local projects for STP funding. As part of the project selection and prioritization process, WCOG issues a call for proposals every three years. WCOG has determined that three years is a good time frame since needs change rapidly and it takes three years to spool up a project.

All projects submitted to WCOG for funding consideration must meet the following baseline requirements:

- Project is on the regional transportation system as currently defined, or meets criteria to be added;
- Project is listed on the lead agency's current six-year TIP and 5% of estimated project cost will be committed in the first 3 years; and
- Construction projects must include a minimum total of \$300,000 in Federal funds with at least \$150,000 from the STP program.

After projects are prioritized, a recommended list is forwarded to the WCOG Policy Board for funding approval.

Whatcom Council of Governments (WCOG)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$2,207,279
FFY 2005 Actual	\$1,733,305
FFY 2006 Actual	\$1,720,529
FFY 2007 Actual	\$2,239,247
FFY 2008 Estimate	\$2,054,000
FFY 2009 Estimate	\$1,203,000
Total	\$11,157,360

Estimated Unprogrammed Funds through 2009
\$86,608 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Bellingham	Old Fairhaven Parkway/30th Street	(SR11) Reconstruct 30th to arterial standards, close 32nd Street @ SR11	\$500,000	\$2,307,000	Safety and Continuity
Bellingham	Sunset Drive, Woburn to city limits	(SR542) Pavement widening, bicycle lanes, turn lanes, curbs, gutters sidewalks, drainage & lighting	\$3,238,000	\$6,900,000	Continuity and Connections
Everson	Mission Road Phase 2	Reconstruct, widen, add sidewalk, curb, gutter & storm drainage treatment	\$382,500	\$500,000	Safety and All Weather Road System
Ferndale	Douglas Road / Main Street	Install signal, reconstruct street to include curb, gutter & sidewalk	\$1,750,235	\$2,879,770	Safety and Mode Choice
Lynden	Drayton Street Re-build	Rebuild street, add sidewalks, bike route and transit pull-outs	\$659,810	\$862,500	Mode Choice and All Weather Road System
WCOG	Unified Planning Work Program	UPWP programmed planning	\$541,135	\$3,480,000	State and Federal planning compliance
Whatcom Co	Lake Louise Road	Reconstruct and widen to eliminate unsafe horizontal and vertical conditions	\$835,900	\$4,430,000	Safety and All Weather Road System
Whatcom Co	Lummi Island Ferry Relocation Study	Feasibility study on ferry terminal relocation	\$229,500	\$300,000	Continuity and Connections
Whatcom Co	W. Illinois / Timson Way	Road extension to reroute commercial traffic out of residential neighborhood	\$1,069,672	\$2,000,000	Freight Mobility and All Weather Road System

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Whatcom Co	Yew Street Road, Phase 2	Reconstruct, remove hazardous curves and add non-motorized enhancements	\$1,864,000	\$3,875,000	Mode Choice and All Weather Road System
Total			\$11,070,752	\$27,534,270	

Wenatchee Valley Transportation Council (WVTC)

Wenatchee Valley Transportation Council (WVTC), as the Metropolitan Planning Organization (MPO) for the Wenatchee Valley, will be utilizing a regional prioritization and selection process for the Federal Surface Transportation Program (STP) funds allocated to the Chelan/Douglas county area.



Projects selected must be consistent with the transportation policies in the WTP. WVTC has established the following regional priorities for project selection:

- System preservation;
- Congestion relief /capacity expansion;
- Safety improvements;
- Transportation enhancements;
- Public transit system expansion; and
- Non-motorized system expansion.

Previously, Douglas and Chelan Counties were responsible for prioritizing and selecting projects within their counties. Douglas County aggressively programmed the STP funds, even past the FFY 2008 timetable for WVTC to begin making the programming decisions. Chelan County conservatively programmed projects through FFY 2007. All remaining FFY 2008-09 STP funding decisions will be the responsibility of WVTC to prioritize and select.

The projects funded during recent years align with WVTC's regional priorities, although limited dollars have been allocated to congestion relief /capacity expansion, because the amount of STP funding available through the WVTC regional allocation did not match the scale of funding necessary to deliver high-cost mobility projects. Furthermore, because STP is a federal resource, these funds cannot be utilized as match to leverage other federal funding opportunities.

At this time WVTC is in the process of finalizing a regional prioritization and selection process that makes the most effective use of federal funds. The open call for projects in early 2008 and prioritization will be based on a combination of federal funding priorities identified above, along with the overall objectives of the Metropolitan Transportation Plan for the greater Wenatchee area.

Wenatchee Valley Transportation Council (WVTC)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$1,685,068
FFY 2005 Actual	\$1,384,933
FFY 2006 Actual	\$1,379,196
FFY 2007 Actual	\$1,696,686
FFY 2008 Estimate	\$1,561,000
FFY 2009 Estimate	\$1,067,000
Total	\$8,773,883

Estimated Unprogrammed Funds through 2009

\$1,117,572 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
East Wenatchee	11th Street Reconstruction	Reconstruct to current urban standards including bike lanes and sidewalks (\$90,997 of FFY 2003 STP included in project total)	\$384,003	\$1,840,000	System Preservation, Safety, Non-motorized System Expansion
Douglas Co	Badger Mtn Road Reconstruction	Reconstruct and bring to current standards.	\$2,948,500	\$5,542,912	System Preservation, Safety, Non-motorized System Expansion
Link Transit	Trolleys Capital Acquisition	Purchase 3 Trolleys	\$504,266	\$605,119	Congestion Relief / Capacity Expansion; Public Transit System Expansion
Douglas Co	Airport Way Realignment	Realign Airport Way per FAA and Homeland Security requirements; funded in partnership with Pangborn Memorial Airport	\$250,000	\$750,000	System Preservation, Safety, Non-motorized System Expansion
East Wenatchee	Eastmont Avenue	Reconstruct to full urban standards including bike lanes and sidewalks	\$419,300	\$419,300	Congestion Relief / Capacity Expansion
Douglas Co	McGinnis Canyon Road	Feasibility Study	\$86,500	\$100,000	System Preservation; Safety
East Wenatchee	Baker Street	Major widening and safety/traffic operation improvement.	\$200,000	\$836,000	Congestion Relief / Capacity Expansion
WVTC	Traffic Model Upgrade	Expand VISUM model to include public transit mode split and analysis	\$19,956	\$22,650	Regional Planning
WSDOT	SR 285 Paving	Additional paving outside of WSDOT project boundary; funds contributed to full SR 285 paving project	\$47,500	\$2,387,529	System Preservation

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Wenatchee	5th Street Reconstruction	Reconstruct to full urban standards including bike lanes and sidewalks (\$465,932 of FFY 2003 STP included in this project)	\$197,753	\$1,010,531	System Preservation, Safety, Non-motorized System Expansion
Wenatchee	Brick Streets Preservation	Restore historic brick streets in central business district	\$85,000	\$200,000	System Preservation, Transportation Enhancements
Wenatchee	SR 285 / McKittrick Signalization	Install signal and channelization	\$309,000	\$357,000	Safety, Congestion Relief
Bridgeport	Foster Creek Avenue Improvements	Reconstruct to urban standards with sidewalks	\$620,000	\$717,000	Safety, Transportation Enhancements, System Preservation
Douglas County	McNeil Canyon Reconstruction	Reconstruct roadway to current standards	\$306,000	\$7,247,000	Safety, System Preservation
Douglas County	Baker Street Reconstruction	Reconstruct to urban standards with sidewalks	\$996,000	\$6,227,000	Safety, Transportation Enhancements, System Preservation
Leavenworth	SR 2 Pedestrian Crossing Improvements	Install pedestrian activated flashing beacons on crosswalks	\$26,000	\$31,000	Safety
Leavenworth	Chumstick Multi-Use Path	Construct multi-use path between US 2 and North Road	\$256,533	\$297,000	Safety, Transportation Enhancements
Total			\$7,656,311	\$28,590,041	

Yakima Valley Conference of Governments (YVCOG)

The Yakima Valley Conference of Governments (YVCOG) serves as both the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO) for the Yakima County region. YVCOG is utilizing a regional prioritization and selection process to allocate Federal-aid funds to the Yakima County region. This process is used for the Surface Transportation Program (STP) and the Congestion Mitigation/Air Quality (CMAQ) funds.



For, FFY 2004-2006 STP funds were distributed to Yakima County jurisdictions based on population. CMAQ funds have always been distributed based on a competitive process between eligible jurisdictions in the MPO area.

In Spring 2007, YVCOG established a competitive prioritization and selection process for STP funds. Projects selected must be consistent with the transportation policies in the WTP and the Regional Transportation Plan. YVCOG has established the following regional priorities for project selection:

- System Preservation
- Freight Mobility
- Safety
- Alternative Transportation Mode Choices
- Economic Development

Periodically, YVCOG will review the prioritization criteria for STP funding to ensure it reflects current regional priorities. YVCOG selected four projects using the new STP competitive process and the projects have been programmed into the 2008 TIP.

Yakima Valley Conference of Governments (YVCOG)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>CMAQ funds *</u>	<u>Estimated Unprogrammed Funds through 2009</u>
FFY 2004 Actual	\$2,976,926	\$385,715	(\$591,089) : STP funds
FFY 2005 Actual	\$2,351,003	\$335,084	\$549,432 : CMAQ funds
FFY 2006 Actual	\$2,317,878	\$347,618	
FFY 2007 Actual	\$2,957,819	\$377,463	
FFY 2008 Estimate	\$2,693,000	\$358,000	
FFY 2009 Estimate	\$1,649,000	\$253,000	
Total	\$14,945,626	\$2,056,880	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Union Gap	Valley Mall Blvd - phase III	New Construction of 5-lane roadway from 16th Ave/Washington Ave to South Third Ave.	\$226,588	\$8,325,000	Improves safety, Improves access from I-82 to airport, economic development
YVCOG	Regional Transportation Planning Projects	Transportation Planning Products such as : Long range regional transportation plan, regional origin and destination study, ect.	\$382,290	\$441,954	Improves long-range planning and interagency coordination
Sunnyside	Yakima Valley Hwy	Construct curb, gutter, sidewalk, landscaping, bike lanes, intersection signals and safety improvements	\$439,338	\$5,154,000	Improves safety and traffic flow
Yakima	Railroad Grade Separation at Lincoln and 'B' Streets (MLK Blvd)	Construct two underpasses to provide three lanes on each roadway, bicycle lanes and sidewalks under the BNSF railroad mainline.	\$3,294,003	\$34,770,000	Freight Mobility and Safety
Yakima	Nob Hill at 6th Street Intersection	Install traffic signal at Nob Hill Blvd and 6th Street	\$360,000	\$590,000	Improves safety
Yakima	5th Ave and Fruitvale Roundabout	Construct intersection roundabout	\$236,649	\$668,672	Improves safety
Yakima	Washington Avenue - 52nd-72nd Ave	Widen and reconstruct roadway, install curb, gutter, sidewalk, illumination	\$500,000	\$1,076,710	Improves safety; preservation of existing system

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Yakima	Washington Avenue Median Removal	Remove raised median and provide left-turn lane	\$264,431	\$317,000	Improves safety
Yakima	8th/6th at 'B'/Lincoln	Install flashers at these intersections	\$95,000	\$112,010	Improves safety
Yakima	1st Street at Mead intersection	Upgrade traffic signal at this intersection	\$270,067	\$320,139	Improves safety
Yakima	Nob Hill at Fair Ave intersection	Improve intersection by adding left-turn lanes and upgrading traffic signal; install curb, gutter, sidewalk	\$71,900	\$83,120	Improves safety and mobility
Selah	N 1st Street Overlay	Grind and overlay	\$105,746	\$122,250	Improve safety; preservation of existing system
Selah	Crusher Canyon Road	Reconstruct and widen to 40'; construct curb, gutter, sidewalk; add storm drainage; from N 4th Street to Mapleway Rd	\$68,540	\$1,798,224	Improve safety
Selah	Speyers Road	Widen and construct drainage interceptor; install curb, gutter, sidewalk from Fremont Ave to W city limits	\$34,289	\$1,150,000	Improve safety
Zillah	2nd Ave from 8th to Yakima Valley Hwy	Reconstruct and widen to 3 lanes with sidewalk	\$89,211	\$730,000	Improve safety and capacity
Moxee	Beaudry Road Improvements (Duffield Rd to SR 24 vic)	Overlay and widen existing road section adding new sidewalk, illumination and drainage	\$44,328	\$56,500	Improve safety and traffic flow
Yakima Co	Tieton Drive (S 72nd Ave to S 96th Ave)	Reconstruct to 4 lanes with bike lanes, curb, gutter, sidewalks, channelization and street lighting	\$955,144	\$5,107,431	Improve safety and mobility
Yakima Co	Selah Loop Road (Goodlander to Gore Rd)	Widen existing roadway to an urban minor arterial standard. This will allow for 4 lanes with curbs, gutters, sidewalks, bike facilities, lighting and channelization. Install a traffic signal at Selah Loop and Goodlander and add left turn lanes on Selah Loop.	\$2,528,068	\$5,600,000	System Preservation and Freight Mobility

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Yakima Co**	S 96th Ave (Tieton to Zier Rd)	Reconstruct to 3 lanes with curb, gutter, sidewalks, channelization and street lighting from Tieton to Wide Hollow; Reconstruct to 2 -12' lanes with 8' shoulders from Wide Hollow to Zier	\$1,981,550	\$3,141,076	Improve safety and mobility
Yakima Co***	S Naches Rd (Bridge #35 to SR 12)	Reconstruct to a rural major collector standard over the project's entire length. Horizontal alignment improvements will be addressed between M.P. 9.40 and 9.70 (Klockhamer Road vicinity).	\$992,000	\$1,600,000	Freight Mobility and Safety
Grandview	Wine Country Road Signal at Elm	Install traffic signal at Elm Street	\$44,270	\$262,466	Improve safety and mobility
Grandview	Second & Grandridge Signal	Install traffic signal at Second and Grandridge St	\$74,500	\$262,000	Improve safety and mobility
Grandview	Wine Country Road at Grandridge	Traffic signal and intersection improvements	\$145,469	\$1,346,515	Improve safety and mobility
Sunnyside	S 1st St Reconstruction Phase II	Construct a roundabout at the intersection of S 1st St and South Hill Road. Realign and reconstruct S 1st St to the intersection with Lincoln Ave, and add a new traffic signal. The project will also reconstruct and widen 800 feet of Lincoln Ave including sidewalks.	\$2,300,000	\$4,800,000	System Preservation and Freight Mobility
Harrah	Harrah Road Improvements	Overlay existing road; add new sidewalk; railroad crossing pads; upgrade school zone crossing	\$33,334	\$322,500	Improve safety
Total			\$15,536,715	\$78,157,567	

** Includes transfer of STP allocations from Grandview, Toppenish, Granger, Wapato, Tieton & Mabton

*** Includes transfer of STP allocation from Naches

Lead Agency	Title of Project	Project Description	Federal CMAQ Funds	Total Project Funds	Priorities identified by Region
Union Gap	BST gravel City streets	Apply BST to various gravel roads within the city limits of Union Gap.	\$196,450	\$227,110	PM 10 abatement
Union Gap	Union Gap Transit Demonstration (FTA)	Operate a six month pilot project to maintain and expand bus service into the city of Union Gap.	\$178,535	\$202,635	PM 10 abatement and increased mobility
Selah	Road and Alley Improvement Program	Apply BST to 6,950 linear feet of dirt and gravel streets and alleys within the city limits of Selah.	\$377,463	\$445,791	PM 10 abatement
Yakima	Coolidge Road Reconstruction	Project will reconstruct the existing 26' gravel roadway to a 30'-37' asphalt roadway with curb, gutter, and shared bike lanes.	\$150,000	\$1,254,400	PM 10 abatement
Yakima Transit	Selah-Union Gap Commuter service	Provide 2-year pilot transit service to serve commuters to/from Selah and Union Gap	\$450,000	\$515,000	Reduce mobile PM10 emissions
Yakima	PM-10 Abatement Street Sweeper	Add a high efficiency street sweeper to the city's fleet that will allow streets to be swept more frequently and effectively.	\$155,000	\$180,000	PM 10 abatement
Total			\$1,507,448	\$2,824,936	

Adams County Region

Adams County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Adams County region. Since the county is rural in nature, the priorities for allocating the federal funds are

- Preservation and
- Safety of the federal functional routes.



To manage the federal funds to the benefit of the traveling public, Adams County offered its local jurisdictions the option to enter into agreements to exchange federal funds for county funds for transportation purposes. The benefit to this method is that these small jurisdictions are able to make the maintenance improvements necessary on their transportation facilities without the expense of hiring additional staff or a consultant to meet federal administrative requirements.

As a direct result of these county funded agreements, no local jurisdictions participate in the federal STP program. Therefore, all STP funds are spent on county eligible facilities.

The county projects on eligible federal functional routes are evaluated based on criteria such as:

- Roadway geometrics;
- Safety;
- Surface condition;
- Traffic volumes;
- Freight mobility;
- Economic development; and
- Connectivity between traffic generators (i.e., cities, towns, neighboring counties).

Projects are prioritized and adopted by the Board of County Commissioners.

Adams County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>Estimated Unprogrammed Funds through 2010</u>
Carry-over from previous years	\$606,598	\$177,901 : STP funds
FFY 2004 Actual	\$568,036	Note: Adams Co Region has selected projects into 2010.
FFY 2005 Actual	\$509,608	
FFY 2006 Actual	\$514,837	
FFY 2007 Actual	\$577,835	
FFY 2008 Estimate	\$538,000	
FFY 2009 Estimate	\$462,000	
FFY 2010 Estimate	\$510,000	
Total	\$4,286,914	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Adams Co	Lind / Hatton Road Project #2	Reconstruction of Roadway to increase Geometry and Safety	\$640,532	\$762,367	Preservation and safety
Adams Co.	Bench Road Project	Reconstruction of Roadway to increase Geometry and Safety	\$1,391,438	\$1,630,232	Preservation and safety
Adams Co.	McManamon Road Project #2	Reconstruction of Roadway to increase Geometry and Safety	\$552,980	\$639,284	Preservation and safety
Adams Co.	Hills/Urquhart Road Project	Reconstruction of Roadway to increase Geometry and Safety	\$591,178	\$2,183,443	Preservation and safety
Adams Co.	Danekas Road Project #1	Reconstruction of Roadway to increase Geometry and Safety	\$425,885	\$1,362,353	Preservation and safety
Adams Co.	Cow Creek Bridge #45-1	Reconstruction of Roadway to increase Geometry and Safety	\$507,000	\$586,700	Preservation and safety
TOTAL			\$4,109,013	\$7,164,379	

Clallam County Region

Clallam County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Clallam County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

The following are the regional priorities for the Clallam County region:

- Safety;
- Mobility;
- Pedestrian and bicyclist safety; and
- Enhanced transit service.

Project proposals identify the project scope, project cost and articulate the regional priority addressed by the project. Proposals are evaluated, prioritized and selected for final approval.

Clallam County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$822,089
FFY 2005 Actual	\$646,496
FFY 2006 Actual	\$639,149
FFY 2007 Actual	\$825,005
FFY 2008 Estimate	\$749,000
FFY 2009 Estimate	\$449,000
FFY 2010 Estimate	\$630,000
Total	\$4,760,739

Estimated Unprogrammed Funds through 2010

\$25,912 : STP funds

Note: Clallam Co Region has selected projects into 2010.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Port Angeles	Peabody Street - Phase 1	Pavement Overlay and Sidewalk Improvements	\$302,750	\$402,489	Safety/Mobility
Port Angeles	Peabody Street - Phase 2/ 5th Street	Pavement Overlay and Sidewalk Improvements	\$432,500	\$500,000	Safety/Mobility
Port Angeles	"N" and "O" Street and Sidewalk Improvements	Sidewalk/Curb and Stormwater Improvements	\$111,851	\$296,362	Pedestrian Safety
Clallam Co	Mount Pleasant Road	Widen substandard road/add shoulders/overlay	\$656,266	\$1,300,000	Safety/Mobility
Clallam Co	US 101/Deer Park Overpass	Construct US 101 Overpass at Deer Park	\$1,030,850	\$5,000,000	Safety/Mobility
Sequim	Phase 1 Olympic Discovery Trail - Whitefeather Way to Hendrickson Rd	Construct multi-user regional trail connection	\$422,768	\$900,000	Pedestrian/ bicyclist safety
Sequim	Phase 2 Olympic Discovery Trail - Whitefeather Way to South City Boundary	Construct multi-user regional trail connection	\$208,764	\$514,000	Pedestrian/ bicyclist safety
Forks	Bogachiel Way	Shoulder Widening/ sidewalk	\$631,532	\$1,170,175	Safety/ pedestrian safety
Clallam Transit	Radio System/Shelters/ Hybrid Service Vehicles	Radio System/Shelters/ Hybrid Service Vehicles	\$608,764	\$800,000	Enhanced Transit Service
Port of Port Angeles	US 101/Deer Park Overpass	Construct US 101 Overpass at Deer Park	\$322,832	\$5,000,000	Safety/Mobility

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Port of Port Angeles	Marine Drive Realignment	Reduce Curves on Marine Drive adjacent to Port	\$308,700	\$2,000,000	Mobility
Total			\$4,734,827	\$17,480,537	

Columbia County Region

Columbia County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Columbia County region.

Past practice in the Columbia County region distributed the STP funds based on a formulaic basis to the local jurisdictions. Each local jurisdiction prioritized and selected the projects for funding.



At this time Columbia County is collaboratively working with the local jurisdictions toward the development of a regional prioritization and selection process. The following are the regional priorities for the Columbia County region:

- Safety improvements;
- System preservation;
- Non-motorized system rehabilitation and/or expansion; and
- Capacity expansion.

The criteria utilized to evaluate potential projects will include:

- Structural rating,
- Road usage,
- Vertical and horizontal alignment,
- Safety improvements and
- Bicycle and pedestrian safety.

Once prospective projects have been evaluated, final selection will be made by the Columbia County Board of Commissioners.

It is anticipated that further collaboration with the local jurisdictions affected by this shift to a regional prioritization and selection process in the Columbia County region will be required for future allocations.

Before this endeavor can take place, there are projects submitted for funding through the Transportation Improvement Board (TIB) and Rural Arterial Program (RAP) that will use STP funds for match. Pending approval of these projects, STP funds will be programmed based on the new process.

Columbia County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

Carry-over from previous years	\$734,038
FFY 2004 Actual	\$168,476
FFY 2005 Actual	\$152,729
FFY 2006 Actual	\$153,996
FFY 2007 Actual	\$169,828
FFY 2008 Estimate	\$157,000
FFY 2009 Estimate	\$140,000
FFY 2010 Estimate	\$150,000
Total	\$1,826,067

Estimated Programmed Funds into 2011

(\$605,821) : STP funds

Note: Columbia Co Region has selected projects into 2011.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Columbia Co	Thorn Hollow Road	Reconstruction	\$844,888	\$2,500,000	Safety Improvements, System Preservation
Columbia Co	South 3rd Street Phase 2 & 3, Dayton	Replace existing sidewalk, curb & gutter, storm sewer. Remove and replace existing base and ACP.	\$150,000	\$750,000	System Preservation, Non-motorized system rehabilitation
Columbia Co	Tucannon Road Phase 3	Widen, add ballast, In-place recycle, pave with ACP.	\$200,000	\$1,450,000	Safety Improvements, System Preservation
Columbia Co	Patit Creek Overlay - City Limits to MP 3.6	Overlay existing road and upgrade existing guardrail.	\$571,000	\$660,000	Preservation and safety
Columbia Co	Patit Creek Overlay - Gammon Road to North Patit Road	Overlay existing road and upgrade existing guardrail.	\$666,000	\$770,000	Preservation and safety
Total			\$2,431,888	\$6,130,000	

Ferry County Region

Ferry County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Ferry County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation and
- Safety of the federal functional routes.



Past practice in the Ferry County region utilized the federal funds for eligible projects on facilities owned only by the county.

For the FFY 2008 allocation, Ferry County anticipates collaborating with the local jurisdictions as the county shifts to a regional prioritization and selection process.

Ferry County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$251,672
FFY 2005 Actual	\$225,571
FFY 2006 Actual	\$227,683
FFY 2007 Actual	\$254,968
FFY 2008 Estimate	\$236,000
FFY 2009 Estimate	\$204,000
Total	\$1,399,894

Estimated Unprogrammed Funds through 2009

\$19,968 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Ferry Co	Countywide 3R projects	3R project, CTB with BST and Guardrail	\$260,341	\$260,341	Preservation and safety
Ferry Co	Manilla Creek Road	3R project, CTB with BST and Guardrail	\$13,832	\$744,659	Preservation
Ferry Co	Traded funds for State Funds	Used state funds for a 3R project on Klondike Road, a cold mat overlay was done	\$250,000	\$410,000	Preservation
Ferry Co	Toroda Creek Road	3R project, CSBC, CSTC, Superpave and Guardrail	\$250,000	\$2,025,779	Preservation
Ferry Co	Boulder Creek Road	BST overlay	\$300,000	\$480,000	Preservation
Ferry Co	West Curlew Lake Road		\$305,753	\$480,000	Preservation
Total			\$1,379,926	\$4,400,779	

Garfield County Region

Garfield County serves as lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Garfield County region. Since the county is rural in nature, the priorities for allocating the federal funds are:



- Preservation and
- Safety of the federal functional routes.

Projects selected to utilize the federal funds are consistent with the transportation policies WTP and the Regional Transportation Plan.

Project proposals are submitted annually to the county for consideration and inclusion in the competitive project selection process. Project prioritization and selections are based on the STP funds available and criteria such as:

- Local significance;
- Accident history;
- Pavement/structural rating;
- Roadway geometrics; and
- Roadway safety.

In no case shall any project be awarded an amount greater than STP funds available. Partially funded projects may be resubmitted up to a maximum of 5 consecutive years and only until fully funded.

Garfield County Commissioners have full authority over the administration of Garfield County's STP funds and may de-obligate STP funds on any project, if it is determined the project is not moving forward as planned or the project is deemed ineligible for any reason.

It is anticipated that further collaboration with the local jurisdictions on the regional prioritization and selection process in the Garfield County region will be required to ensure the process meets the new requirements for future allocations.

Garfield County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$184,568
FFY 2005 Actual	\$171,906
FFY 2006 Actual	\$174,201
FFY 2007 Actual	\$187,260
FFY 2008 Estimate	\$174,000
FFY 2009 Estimate	\$164,000
FFY 2010 Estimate	\$170,000
Total	\$1,225,935

Estimated Unprogrammed Funds through 2010

\$159,598 : STP funds

Note: Garfield Co Region has selected projects into 2010.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Garfield Co	Gould City-Mayview Road	Widen existing roadway, correct substandard vertical and horizontal alignments, BST surfacing and guardrail installation.	\$179,547	\$2,545,109	Preservation, Safety
Garfield County	Peola Road MP 1.57 to 7.84	Widening and reconstuction to address safety issues and substandard roadway width	\$886,790	\$4,263,000	Preservation, Safety
Total			\$1,066,337	\$6,808,109	

Grant County Region

Grant County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Grant County region.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Grant County provides county



dollars to the eligible local jurisdictions in exchange for the STP funds.

Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Grant County region:

- Arterial/major or minor collector;
- Freight mobility;
- All weather roads;
- Safety; and
- Preservation.

Project proposals are evaluated and prioritized based on criteria established by the regional priorities. Projects are funded based on priority ranking and the ability to move the project forward.

Grant County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$1,341,328
FFY 2005 Actual	\$1,127,483
FFY 2006 Actual	\$1,123,821
FFY 2007 Actual	\$1,360,603
FFY 2008 Estimate	\$1,257,000
FFY 2009 Estimate	\$904,000
FFY 2010 Estimate	\$1,100,000
Total	\$8,214,235

Estimated Unprogrammed Funds through 2010

\$1,084,407 : STP funds

Note: Grant Co Region has selected projects into 2010.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Grant Co	Grand Coulee Hill Rd. Guardrail	5,870 feet of guardrail	\$278,710	\$321,537	Safety
Grant Co	Neppel Rd. Guardrail	0.33 miles of guardrail	\$36,729	\$41,978	Safety
Grant Co	5-NW Road	reconstruction of 8.62 miles two lane	\$1,494,012	\$1,726,598	Major/Minor Collector, Preservation, Safety
Grant Co	4-NE Road Guardrail	3,765 feet of guardrail	\$150,131	\$173,561	Safety
Grant Co	Stratford Road	reconstruction of 4.87 miles two lane	\$768,401	\$884,046	Major/Minor Collector, Preservation, Safety
Grant Co	5-NW Road Overlay	8.60 miles HMA Overlay	\$1,334,955	\$1,506,000	Major/Minor Collector, Preservation, Safety
Grant Co	Bev-Burke Overlay	6.48 miles HMA Overlay	\$1,084,710	\$1,251,700	Major/Minor Collector, Preservation, Safety
Grant Co	12 SW Rd (Joint w/Adams Co)	Reconstruction of 2.00 miles of two lane road	\$657,000	\$760,000	Major Collector, Preservation, Safety
Grant Co	U SE Rd Overlay	11.03 miles HMA Overlay	\$1,325,180	\$1,532,000	Major Collector, Preservation, Safety
Total			\$7,129,828	\$8,197,420	

Grays Harbor Council of Governments (GHCOG)

Grays Harbor Council of Governments (GHCOG) serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Grays Harbor County region. GHCOG employs a regional process with representatives from local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for Grays Harbor County region:

- Preservation of existing system;
- Safety;
- Economic vitality;
- Mobility; and
- Public transportation.

GHCOG notifies all local jurisdictions and taxing authorities within the county region of the STP competitive grant opportunity. The GHCOG STP process is an open, competitive process which encourages participation through regional partnerships and encourages investments in all modes of surface transportation. Project proposals are evaluated and prioritized based on criteria such as:

- Benefit to regional transportation system;
- Encourages multimodal connections and accessibility;
- Preservation or improvements of existing facilities; and
- Freight mobility.

GHCOG has never distributed STP funds by formula.

Grays Harbor Council of Governments (GHCOG)
(Grays Harbor County region)

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$919,273
FFY 2005 Actual	\$734,524
FFY 2006 Actual	\$725,578
FFY 2007 Actual	\$915,440
FFY 2008 Estimate	\$830,000
FFY 2009 Estimate	\$527,000
Total	\$4,651,815

Estimated Unprogrammed Funds through 2009

\$1,219,815 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
GHCOG	STP Process Support	Complete an in-depth analysis of STP policy and process for the Grays Harbor County Region.	\$150,000	\$180,000	Regional planning.
GHCOG	STP Administration	2007 Program Administration	\$50,000	\$57,500	Preservation, Economic Vitality, Mobility, Safety, Public Transportation
Port of Grays Harbor	Industrial Road Upgrade	PE & environmental documentation for Port of Grays Harbor Industrial Road Upgrade	\$476,000	\$560,000	Economic Vitality & Mobility
Aberdeen	Wishkah St. Sidewalk Bulb-Outs	Continuation of previous sidewalk reconstruction project.	\$600,000	\$799,788	Safety, Economic Vitality & Mobility
Cosmopolis	Downtown Corridor Improvements	Phase II construction-completion of 1st St. from G to Mill Creek bridge & 300 ft SE of C.	\$750,000	\$882,353	Preservation, Economic Vitality, Mobility
Hoquiam	Citywide Pedestrian Safety & Mobility Improvements	Design/construction. Repair/replace sidewalks along US 101 in business dist. and those serving Hoquaim High & Lincoln Elementary.	\$605,000	\$700,000	Preservation, Economic Vitality, Mobility

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Grays Harbor Transit	Lake Quinault Park and Ride Study	Planning study to recommend location & cost to develop major improvements for a bus stop.	\$51,000	\$60,000	Public Transportation
Grays Harbor County	Middle Satsop Road Curve Realignment	Construct .62 miles of Middle Satsop Road eliminating 3 substandard curves.	\$750,000	\$2,800,000	Preservation, Safety
Total			\$3,432,000	\$6,039,641	

Island County Region

Island County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Island County region. The County employs a regional process with representatives from the local jurisdictions and other transportation providers (called SIRTPO Island Sub-region Policy Board).



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Island County region:

- Preservation;
- Safety;
- Congestion relief;
- Multimodal service; and
- Connections.

Project proposals are evaluated and prioritized based on criteria such as:

- Better use of existing facilities;
- Coordination of transportation modes;
- Environmental considerations;
- Plan consistency;
- Preservation; and
- Safety.

Projects are selected and approved by the Policy Board.

Island County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$926,921
FFY 2005 Actual	\$724,794
FFY 2006 Actual	\$717,346
FFY 2007 Actual	\$931,629
FFY 2008 Estimate	\$850,000
FFY 2009 Estimate	\$498,000
Total	\$4,648,690

Estimated Unprogrammed Funds through 2009

\$49,082 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Island Co	Ault Field/Oak Harbor Road Intersection Improvements	Improvements are necessary to reduce vehicular delay at congested intersection.	\$650,000	\$840,000	Congestion Relief & LOS Improvement
Island Co	Madrona Way Reconstruction	Realign & Reconstruction due to coastal erosion & unstable bluff	\$250,000	\$1,237,305	Safety and Maintenance
Island Co	RTPO Program Support	Multi-county Regional Transportation Planning & Modeling	\$90,000	\$104,000	Maintaining Transportation System Efficiency
Oak Harbor	SW Barrington Drive Extension	Construction of new street to improve east/west circulation	\$755,000	\$1,600,000	Congestion Relief
Coupeville	North Main Street	Reconstruct North Main Street; add sidewalks & bicycle lanes	\$227,634	\$1,042,000	Maintenance; Safety; Multimodal Facilities
Langley	6th/Cascade St. Park & Ride	Provide public park & ride parking spaces; served by Island Transit	\$415,200	\$480,000	Development of Multimodal Service Connections
Island Transit	Bicycle & Pedestrian Safety Program	Bus bicycle racks; bicycle parking racks; solar bus shelter lighting and transit signal beacons	\$156,162	\$180,534	Development of Multimodal Service Connections
Island Co	Terry, Corner - Phase 3	Intersection Improvements; Channelization; roadway widening	\$250,000	\$1,710,000	Safety; Maintenance
Island Co	East Camano Dr/McElroy Signal	Intersection Signalization	\$300,000	\$400,000	Safety
Island Co	RTPO Program and Planning	Multi-county Regional Transportation Planning & Modeling	\$90,000	\$104,000	Maintaining Transportation System Efficiency

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Oak Harbor	SR-20 Widening	Construction of new travel lane; construction of roundabouts	\$1,000,000	\$1,156,000	Congestion Relief; Safety
Island Co	Geodetic Control & Orthoimagery	Creation of a Countywide Geodetic Monumentation Control Network	\$235,000	\$310,000	Gather Countywide Photographic and Survey Data to be used for future transportation projects
Langley	Anthes Avenue Pedestrian Walkway	Construction of pedestrian walkway	\$66,605	\$377,000	Safety, Multimodal Facility
Langley	Camano Avenue Walkway	Construction of pedestrian walkway	\$114,007	\$391,800	Safety, Multimodal Facility
Total			\$4,599,608	\$9,932,639	

Jefferson County Region

Jefferson County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Jefferson County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Jefferson County region:

- Preservation;
- Congestion relief;
- Economic development;
- Safety;
- Improvements for bicycles and pedestrians; and
- Transit service.

The regional prioritization and selection process distributes the STP funds to the highest priority projects. Jefferson County considers this a successful process.

Jefferson County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
Carry-over from previous years	\$192,607
FFY 2004 Actual	\$362,574
FFY 2005 Actual	\$291,734
FFY 2006 Actual	\$291,005
FFY 2007 Actual	\$369,811
FFY 2008 Estimate	\$337,000
FFY 2009 Estimate	\$215,000
FFY 2010 Estimate	\$290,000
Total	\$2,349,731

Estimated Unprogrammed Funds through 2010

\$259,991 : STP funds

Note: Jefferson Co Region has selected projects into 2010.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Jefferson County	SR 116 Intersection Improvements	Intersection improvements, including channelization, intersection control, and pedestrian facilities.	\$350,937	\$960,000	Congestion relief, economic development, safety, and improvements for bicycles and pedestrians.
Jefferson County	Chimacum Trail	Multipurpose trail connecting Chimacum Road near Bob Bates Rec. Fields to HJ Carroll Park.	\$286,422	\$508,000	Congestion relief, economic development, safety, and improvements for bicycles and pedestrians.
Jefferson County	Larry Scott Trail -- Golf Course Connection	Continuation of LST from southerly end of Cape George Trailhead to S. Discovery Rd. at Discovery Bay Golf Course.	\$100,000	\$220,000	Congestion relief, economic development, safety, and improvements for bicycles and pedestrians.
Jefferson County	Chimacum Road	Potential improvements include shoulder widening, intersection treatments, non-motorized facilities.	\$100,000	\$694,000	Congestion relief, economic development, safety, and improvements for bicycles and pedestrians.
Port Townsend	Upper Sims Way / Howard Street Extension Improvements	Planning, design, and construction of Upper Sims Way and Howard Street Extension improvements.	\$803,296	\$6,000,000	Congestion relief, economic development, and improve bicycle and pedestrian access.
Jefferson Co Transit Authority	Transit Operations, Maintenance, and Administrative Base	Design and construct Jefferson Transit Operations, Maintenance, and Administrative base.	\$449,085	\$10,096,920	Facilitate the provision of public transit service.
Total			\$2,089,740	\$18,478,920	

Kittitas County Region

Kittitas County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Kittitas County region.

Kittitas County notifies all local jurisdictions within the county region of the STP competitive grant opportunity. All local jurisdictions that have eligible federally classified routes are encouraged to apply.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The regional priorities for allocating the federal funds are:

- Preservation;
- Safety; and
- Regional Corridors

The selection process is open, competitive and encourages participation through regional partnerships.

Kittitas County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>Estimated Unprogrammed Funds through 2009</u>
FFY 2004 Actual	\$472,503	\$442,975 : STP funds
FFY 2005 Actual	\$380,872	
FFY 2006 Actual	\$379,825	
FFY 2007 Actual	\$484,098	
FFY 2008 Estimate	\$445,000	
FFY 2009 Estimate	\$281,000	
Total	\$2,443,298	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Kittitas Co	Faust/White Rd	Safety Improvements	\$23,297	\$845,000	Safety
Kittitas Co	Alford Rd.	Safety Improvements	\$215,356	\$402,000	Safety
Kittitas Co	Canyon Rd.	Reconstruction	\$721,670	\$2,268,000	Preservation and safety
Kittitas Co	Kittitas/Vantage Highways	Safety Corridor Program	\$100,000	\$100,000	Safety
Kittitas Co	Vantage Highway	Guardrail Replacement	\$940,000	\$940,000	Safety
	Total		\$2,000,323	\$4,555,000	

Klickitat County Region

Klickitat County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Klickitat County region.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Klickitat County provides in-kind services to the eligible local jurisdictions in exchange for the STP funds.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Klickitat County region:

- Preservation;
- Safety; and
- Bicycle and pedestrian improvements.

Project proposals are evaluated and prioritized based on criteria established by the regional priorities.

Klickitat County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$516,063
FFY 2005 Actual	\$453,043
FFY 2006 Actual	\$455,458
FFY 2007 Actual	\$521,196
FFY 2008 Estimate	\$481,000
FFY 2009 Estimate	\$396,000
FFY 2010 Estimate	\$450,000
Total	\$3,272,760

Estimated Programmed Funds into 2011

(\$320,678) : STP funds

Note: Klickitat Co Region has selected projects into 2011.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Klickitat Co	Snowden Road - NW Simmons Rd to 1.35 miles North of Wnuk	Widen, realign horizontal and vertical alignment.	\$1,865,000	\$2,140,000	Preservation and safety
Klickitat Co	Centerville HWY - SR 14 to Keasey Ave.	Widen, add sidewalks.	\$260,000	\$300,000	Preservation, safety, pedestrian and bicycle improvements
Klickitat Co	S. Columbus overlay	Widen, overlay with HMA	\$372,000	\$465,000	Preservation and safety
Klickitat Co	Snowden -Loop Intersection	Widen, add sidewalks.	\$180,000	\$205,000	Preservation, safety, pedestrian and bicycle improvements
Klickitat Co	Loop Road Overlay	Widen, overlay with HMA	\$376,000	\$435,000	Preservation, safety, pedestrian and bicycle improvements
Klickitat Co	Snowden Road Overlay	Overlay with HMA	\$77,000	\$90,000	Preservation
Klickitat Co	Trout Lake HWY - Draper Springs Rd. Bird Cr. Road	Widen, overlay with HMA	\$30,938	\$400,000	Preservation and safety
Klickitat Co	Centerville Lyle Sidewalks	Widen, realign horizontal and vertical alignment.	\$432,500	\$1,100,000	Safety, road construction, alternate transportation
Total			\$3,593,438	\$5,135,000	

Lewis County Region

Lewis County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Lewis County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Recently, Lewis County collaboratively working with the local jurisdictions have in place the Lewis County Transportation Strategy Council who will develop the regional prioritization and selection process. The following are the regional priorities for the Lewis County region:

- Safety;
- Preservation; and
- Freight mobility.

Projects were solicited from the cities for the regional prioritization and selection process. The criteria utilized to evaluate potential projects will include:

- Traffic volume;
- Pavement rating;
- Geometrics;
- Accident history and safety improvements;
- Regional and local significance;
- Geographic equity;
- Maintenance offset;
- Freight mobility; and
- Constructability and permits.

The Lewis County Transportation Strategy Council is adopting bylaws, guiding principles and a charter for full implementation.

Lewis County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$900,581
FFY 2005 Actual	\$712,319
FFY 2006 Actual	\$704,550
FFY 2007 Actual	\$904,210
FFY 2008 Estimate	\$825,000
FFY 2009 Estimate	\$508,000
Total	\$4,554,660

Estimated Unprogrammed Funds through 2009

\$798,660 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Lewis Co	Centralia Alpha Slide and safety	Stabilize slope, widen and pave	\$432,000	\$500,000	Safety and preservation
Lewis Co	Highway 603 Rehabilitation	Increase structural strength, widen, flatten curves, drainage and paving	\$748,000	\$875,000	Safety and preservation
Lewis Co	Highway 603 Stabilization (PE & RW)	Stabilize slope and pave with ACP	\$35,000	\$55,000	Safety
Lewis Co	Jackson / Logan Hill Intersection (PE & RW)	Intersection realignment	\$34,000	\$60,000	Safety
Lewis Co	Jackson / Macomber Intersection (PE & RW)	Intersection realignment	\$25,000	\$85,000	Safety
Lewis Co	Rush Road Extension	Construct freight corridor w/curb and gutters for urban collector	\$1,340,000	\$1,550,000	Freight Mobility
Lewis Co	South Military Road Rehabilitation	Improve by increasing structural strength, widen the surface, improve drainage and pave.	\$709,000	\$820,000	Safety and preservation
Centralia	Harrison/Galvin/Reynolds Intersection	Reconstruct intersection to accommodate truck traffic	\$433,000	\$501,000	Freight Mobility
Total			\$3,756,000	\$4,446,000	

Lincoln County Region

Lincoln County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Lincoln County region. Since the county is rural in nature, the priorities for allocating the federal funds are:



- Preservation and
- Safety of the federal functional routes.

Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

Project proposals are evaluated and prioritized based on criteria such as:

- Structural and geometric conditions;
- Safety preservation;
- Congestion;
- Efficiency;
- Local significance; and
- Road use.

It is anticipated that further collaboration with the local jurisdictions affected by this shift to a regional prioritization and selection process in the Lincoln County region will be required for the FFY 2008 and FFY 2009 allocations.

Lincoln County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$624,342
FFY 2005 Actual	\$577,915
FFY 2006 Actual	\$584,066
FFY 2007 Actual	\$633,278
FFY 2008 Estimate	\$592,000
FFY 2009 Estimate	\$548,000
Total	\$3,559,601

Estimated Unprogrammed Funds through 2009

\$657,442 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Odessa	SR21 Realignment Project	Provide a realignment around City of Odessa, eliminates truck traffic having to negotiate two 90 degree turns in downtown Odessa, construct safe rail road crossing. Eliminated one railroad crossing. Completed	\$1,200,000	\$1,387,283	Safety and preservation
Davenport	5th Street Project	Arterial Improvement includes widening and sidewalks, and drainage. Completed	\$355,515	\$403,510	Safety and preservation
Harrington	Linden Street Project	Provide a structural overlay, improve intersection site distance and install recoverable 4:1 slopes. Completed	\$113,586	\$131,313	Safety and preservation
Reardan	Oak/Spokane Street	Arterial Improving includes overlay, widening and sidewalks, and drainage. Completed	\$269,101	\$305,430	Safety and preservation
Lincoln Co	Harrington/Tokio Project	Provide a structural overlay. Completed	\$557,839	\$633,148	Safety and preservation
Lincoln Co	Gunning Road	Provide a hard surface on a heavily traveled gravel road; Improve shoulders to 3:1 where possible. Scheduled for 2007	\$406,118	\$469,500	Safety and preservation
Total			\$2,902,159	\$3,330,183	

Mason County Region

Mason County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Mason County region. The county employs a regional process with representatives from the local jurisdictions and other transportation providers.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Mason County region:

- Preservation;
- Improving transportation links;
- Safety;
- Public transportation;
- Improving regional economy;
- Freight mobility; and
- Bikes and trails.

Project proposals are evaluated to ensure eligibility and prioritized based on the regional priorities.

Mason County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$616,564
FFY 2005 Actual	\$486,225
FFY 2006 Actual	\$483,493
FFY 2007 Actual	\$629,511
FFY 2008 Estimate	\$579,000
FFY 2009 Estimate	\$345,000
FFY 2010 Estimate	\$480,000
Total	\$3,619,793

Estimated Unprogrammed Funds through 2010

88,611 : STP funds

Note: Mason Co Region has selected projects into 2010.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Shelton	Northcliff Road	Reconstruct road with channelization, sidewalks, bike lanes, drainage, and street lighting	\$500,000	3,071,344	Preservation, Improving Transportation Links, Safety
Shelton	Wallace Kneeland	Grind and Overlay from Olympic Highway N to City Limits	\$856,350	990,000	Preservation
Shelton	Olympic Hwy N	Grind and Overlay Olympic Highway N from Wallace Kneeland to C St	\$618,475	715,000	Preservation
Mason Co	Shelton Matlock	Realign Shelton Matlock Road to remove S-curves	\$743,000	1,384,000	Safety
Mason Co	Purdy Cut Off	Asphalt Overlay of Purdy Cut Off Road	\$291,347	587,000	Preservation
Mason Transit	Transit Facility	Complete construction of bus maintenance facility, fueling facility	\$260,000	377,000	Public Transportation
Mason Transit	Transit Coach	Purchase New Transit Coach	\$262,010	327,513	Public Transportation
Total			\$3,531,182	7,451,857	

Okanogan County Region

Okanogan County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Okanogan County region. The county employs a regional process with representatives from the local jurisdictions.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Okanogan County region:

- Preserve the structural adequacy and operational level of the existing road system;
- Enhance the roadside safety of the existing road system;
- Focus on regionally significant arterials; and
- Each participating agency should be awarded one project if funding allows.

The regional priorities are used to develop the project evaluation and rating system.

Okanogan County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$862,972
FFY 2005 Actual	\$741,518
FFY 2006 Actual	\$739,945
FFY 2007 Actual	\$861,097
FFY 2008 Estimate	\$791,000
FFY 2009 Estimate	\$620,000
Total	\$4,616,532

Estimated Unprogrammed Funds through 2009

\$78,232 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Oroville	Oroville's Pedestrian Project "06"	Construct curb, sidewalk and gutter along Main St/SR 97. Approx. 1.48 miles in two sections	\$813,100	\$940,000	Safety, regionally significant.
Okanogan Co	OCR 9155, Old 97 (Chiliwist Rd to Malott)	Reconstruct roadway including horizontal and vertical alignment, surfacing and HMA to project limits	\$1,509,425	\$1,745,000	Preservation, safety, regionally significant.
Okanogan	Oak Street and Third North	Reconstruct roadway including storm drainage, sidewalks, surfacing and HMA to project limits	\$484,508	\$560,125	Preservation, safety.
Winthrop	Susie Stephens Trail – Segment 1	Provide match for construction of ped bridge, acquire ROW and construct trail on parallel route to SR 20	\$500,000	\$1,700,000	Safety, regionally significant.
Twisp	Second Ave. Safety Enhancement and Reconstruction	Reconstruct roadway including storm drainage, sidewalks, bike path, surfacing and HMA to project limits	\$687,675	\$795,000	Preservation, safety, regionally significant.
Conconully	Main Street Resurfacing	Prelevel and overlay Main St from City Limits to City Limits with HMA	\$86,320	\$99,792	Preservation, safety, regionally significant.
Coulee Dam	River Drive Sidewalks	Removal and replace existing sidewalks to current standards	\$90,825	\$105,000	Safety, regionally significant.
Okanogan	Sixth Avenue\Orchard Grade	New sidewalks, curb, storm drainage, and HMA overlay	\$297,191	\$343,550	Safety, regionally significant.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Okanogan	Conconully Street Overlay	Prelevel and overlay Conconully Street from SR 215 to Mill Street with HMA	\$69,256	\$83,926	Preservation, safety.
Total			\$4,538,300	\$6,372,393	

Pacific County Region

Pacific County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Pacific County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation and
- Safety of the federal functional routes.



Previously, due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Pacific County provided county funds to the eligible local jurisdictions in exchange for the STP funds.

The change to a regional prioritization and selection process will result in projects that support the region's transportation efforts. It is anticipated that the STP funds will leverage additional funds through grants, and dedication of local gas tax resources.

Further collaboration with the local jurisdictions affected by this shift to a regional prioritization and selection process in the Pacific County region will be implemented for future allocations.

Pacific County will continue to use STP funds on identified projects, by working closely with elected officials and advisory committees to identify eligible projects.

Pacific County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>Estimated Unprogrammed Funds through 2009</u>
FFY 2004 Actual	\$321,255	\$1,115,866 : STP funds
FFY 2005 Actual	\$263,287	
FFY 2006 Actual	\$262,191	
FFY 2007 Actual	\$322,133	
FFY 2008 Estimate	\$293,000	
FFY 2009 Estimate	\$201,000	
Total	<u>\$1,662,866</u>	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Pacific Co	Sandridge and Joe Johns Rds	Resurfacing heavily traveled county road on the Long Beach Peninsula.	\$547,000	\$633,000	Preservation.
Total			\$547,000	\$633,000	

Pend Oreille County Region

Pend Oreille County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Pend Oreille County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation and
- Safety of the federal functional routes.



Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Pend Oreille County provides county funds to the eligible local jurisdictions in exchange for the STP funds. Also, the county provided additional federal funds to the city of Newport project to ensure project delivery.

Pend Oreille County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>	<u>Estimated Unprogrammed Funds through 2009</u>
FFY 2004 Actual	\$294,097	\$629,476 : STP funds
FFY 2005 Actual	\$257,179	
FFY 2006 Actual	\$259,538	
FFY 2007 Actual	\$298,662	
FFY 2008 Estimate	\$277,000	
FFY 2009 Estimate	\$223,000	
Total	<u>\$1,609,476</u>	

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Pend Oreille Co	LeClerc Road North Phase 2	Improvement includes widening, all-weather pavement structure, guardrail and traffic safety improvements	\$980,000	\$2,641,000	Preservation and safety
Total			\$980,000	\$2,641,000	

San Juan County Region

San Juan County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the San Juan County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation;
- Safety; and
- Non-motorized facilities of the federal functional routes.



The county employs a regional process with representatives from the local jurisdictions. Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan.

Projects are selected based on criteria such as:

- Traffic volumes;
- Accidents;
- Preservation; and
- Local significance.

Project proposals are evaluated to ensure eligibility and prioritized based on the regional priorities.

San Juan County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$215,019
FFY 2005 Actual	\$176,196
FFY 2006 Actual	\$176,503
FFY 2007 Actual	\$220,011
FFY 2008 Estimate	\$201,000
FFY 2009 Estimate	\$133,000
Total	\$1,121,729

Estimated Unprogrammed Funds through 2009
\$5,982 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Town of Friday Harbor	Guard St Reconstruction (Phase 4)	2008 construction. Improvements include sidewalk, drainage and on street parking	\$300,000	\$1,386,000	Non-motorized and safety.
San Juan County	Fisherman Bay Road (MP 1.5-2.1)	2008- 3R, shoulders, drainage, wetland mitigation & pedestrian path	\$600,000	\$900,000	Safety & non motorized
National Park Service	NPS Cattle Point Rd Relocation (MP 7.5-8.7)	2009/2010-Relocation of road upland of slide area	\$215,747	\$5,500,000	Safety & non motorized
Total			\$1,115,747	\$7,786,000	

Skamania County Region

Skamania County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Skamania County region. Since the county is rural in nature, the priorities for allocating the federal funds are:

- Preservation and
- Safety of the federal functional routes.



Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Skamania County provides in-kind services to the eligible local jurisdictions in exchange for the STP funds.

Projects are selected based on criteria such as:

- Federal functional classification;
- Traffic volume;
- Safety;
- Deviations from geometric standards; and
- Preservation.

Skamania County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$170,127
FFY 2005 Actual	\$143,098
FFY 2006 Actual	\$143,287
FFY 2007 Actual	\$175,006
FFY 2008 Estimate	\$160,000
FFY 2009 Estimate	\$114,000
Total	\$905,518

Estimated Unprogrammed Funds through 2009
\$19,718 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Skamania Co	Hot Springs Avenue - Design, Permitting and Contract Admin(2007-08), Construction(2008)	Correct horizontal and vertical alignment issues, repair geotechnical concerns.	\$731,000	\$850,000	Preservation and safety
Skamania Co	Wind River Road - Design(2008), Permitting(2009)	Minor widening, grind and overlay	\$154,800	\$180,000	Preservation and safety
Total			\$885,800	\$1,030,000	

Stevens County Region

Stevens County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Stevens County region.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Stevens County provides county funds to the eligible local jurisdictions in exchange for the STP funds with the exception of Chewelah, Colville and Kettle Falls.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The following are the regional priorities for the Stevens County region:

- Preservation;
- Capacity;
- Safety; and
- Freight mobility.

Further collaboration with the local jurisdictions affected by this shift to a regional prioritization and selection process in the Stevens County region is needed for future allocations.

Stevens County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

STP funds *

FFY 2004 Actual	\$763,628
FFY 2005 Actual	\$644,715
FFY 2006 Actual	\$644,529
FFY 2007 Actual	\$771,689
FFY 2008 Estimate	\$713,000
FFY 2009 Estimate	\$529,000
Total	\$4,066,561

Estimated Unprogrammed Funds through 2009

\$16,930 : STP funds

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Chewelah	Ehorn Lane to East City Limit	Realign, reconstruct and resurface existing roadway.	\$270,000	\$1,424,000	Capacity, safety, freight mobility, non-motorized.
Kettle Falls	Meyers Street Resurfacing I	Resurfacing Meyers Street from BNSF rail yards to 6th Avenue.	\$97,000	\$106,000	Capacity, safety, non-motorized.
Stevens Co	Waitts Lake Road Rehabilitation	Reconstruction including CTB, widening and safety improvements.	\$989,631	\$1,658,000	Preservation, capacity, safety, freight mobility, non-motorized.
Stevens Co	Aladdin Road	Resurfacing Aladdin Road including safety improvements.	\$1,000,000	\$1,250,000	Preservation, capacity, safety, freight mobility.
Colville	Colville Truck Route	Reconstruction of Main Street, Wynne Street and construction of new arterial truck route.	\$543,000	\$17,929,649	Preservation, capacity, safety, freight mobility, non-motorized.
Stevens Co	Addy Gifford Road	Reconstruction including CTB widening and safety improvements.	\$1,150,000	\$2,250,000	Preservation, capacity, safety, freight mobility.
Total			\$4,049,631	\$24,617,649	

Wahkiakum County Region

Wahkiakum County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Wahkiakum County region. Since the county is rural in nature, the priorities for allocating the federal funds are:



- Preservation and
- Safety of the federal functional routes.

Due to the administrative cost of managing federal funds and to benefit the smaller local jurisdictions, Wahkiakum County has provided in-kind services to the Town of Cathlamet in exchange for the STP funds. In addition, when timber revenues have been sufficient, the county has made a practice of assisting the Town of Cathlamet with some of their capital improvements through a reserve fund that is separate from both the county road fund and the STP allocations.

There are no other towns or cities in Wahkiakum County.

Wahkiakum County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$100,383
FFY 2005 Actual	\$88,024
FFY 2006 Actual	\$88,918
FFY 2007 Actual	\$101,381
FFY 2008 Estimate	\$94,000
FFY 2009 Estimate	\$77,000
FFY 2010 Estimate	\$88,000
Total	\$637,706

<u>Estimated Programmed Funds into 2011</u>
(\$363,694) : STP funds
Note: Wahkiakum Co Region has selected projects into 2011.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Wahkiakum Co	Beaver Creek Road	Restore and rehabilitate surface	\$454,000	\$525,000	Preservation
Wahkiakum Co	North Welcome Slough	Restore and rehabilitate surface	\$196,400	\$227,000	Safety and preservation
Wahkiakum Co	West Little Island Road	Pavement Rehabilitation	\$351,000	\$410,000	Preservation
Total			\$1,001,400	\$1,162,000	

Whitman County Region

Whitman County serves as the lead agency for the regional prioritization and selection process to allocate Federal Surface Transportation Program (STP) funds to the Whitman County region. The county employs a regional process with representatives from the local jurisdictions.



Projects selected to utilize the federal funds are consistent with the transportation policies in the WTP and the Regional Transportation Plan. The prioritization of transportation improvement projects will be based on the priorities contained within the 2004 Palouse RTP Regional Transportation Plan and the 2005 update to the RTP plan. The following are the regional priorities for the Whitman County region:

- System preservation;
- System efficiencies;
- Safety;
- Bottlenecks and chokepoints;
- Economic vitality'
- Freight mobility; and
- Future visions, health and the environment.

Final selections are designated by the County Engineer through a consultation and evaluation process with other stakeholders.

Whitman County Region

* (Dollars allocated each Federal Fiscal Year (FFY) (10/1 - 9/30))

	<u>STP funds *</u>
FFY 2004 Actual	\$997,728
FFY 2005 Actual	\$858,210
FFY 2006 Actual	\$862,267
FFY 2007 Actual	\$1,006,361
FFY 2008 Estimate	\$927,000
FFY 2009 Estimate	\$716,000
FFY 2010 Estimate	\$860,000
Total	\$6,227,566

Estimated Unprogrammed Funds through 2010

\$490,279 : STP funds

Note: Whitman Co Region has selected projects into 2010.

Lead Agency	Title of Project	Project Description	Federal STP Funds	Total Project Funds	Priorities identified by Region
Whitman Co	Palouse Cove Road, M.P. 0.29 to M.P. 4.07	Widen, improve site distance and curves, grade and drain existing roadway.	\$224,571	\$2,462,335	Safety/All Weather
Whitman Co	Almota Road, Colfax City Limits to M.P. 3.08	Widen, grade and drain existing roadway.	\$868,660	\$2,115,360	Freight/All Weather
Whitman Co	Almota Road, M.P. 3.08 to M.P. 5.82	Widen, improve site distance and curves, grade and drain existing roadway.	\$1,678,096	\$3,230,000	Safety/All Weather
Whitman County	McNeilly Bridge, M.P. 5.00 to 5.20	Grade and drain bridge approaches	\$108,004	\$124,860	Safety
Whitman County	Harlan Bridge, M.P. 9.57 to 9.77	Grade and drain bridge approaches	\$141,860	\$164,000	Safety
Whitman County	Hume Road, M.P. 8.45 to 12.45	Improve roadside safety and grade and drain existing roadway.	\$1,038,000	\$1,200,000	Safety
Whitman Co	Colfax Airport Road, M.P. 0.00 to M.P. 3.09	Widen, grade and drain existing roadway.	\$1,678,096	\$3,230,000	Freight/All Weather
Total			\$5,737,287	\$12,526,555	